

सार्वजनिक बांधकाम विभागांतर्गत रस्त्याच्या कडेला
पेट्रोल पंपाच्या आराखड्यास (Layout) व पेट्रोलपंप
/पेट्रोलपंपासह सर्व्हीस स्टेशन /रिसॉर्ट /हॉटेल
/ढाबे यांना राज्यमार्ग/प्रमुख जिल्हामार्ग/इतर
जिल्हा मार्ग/ग्रामीण मार्ग इत्यादी मार्गावरून
पोचमार्ग बांधण्याकरीता नियमावली - २०२१.

महाराष्ट्र शासन

सार्वजनिक बांधकाम विभाग

शासन निर्णय क्रमांक :- आरबीडी-२०२०/प्र.क्र.३२/रस्ते-७

मादाम कामा मार्ग, हुतात्मा राजगुरु चौक,

मंत्रालय, मुंबई-४०० ०३२.

दिनांक : १३.१०.२०२१

वाचा-

१. सार्वजनिक बांधकाम विभागाचा शासन परिपत्रक क्र. आरबीडी-२०१९/प्र.क्र.१७९/रस्ते-७,

दि.१३.१२.२०१९

२. सार्वजनिक बांधकाम विभागाचा शासन निर्णय क्र.आरबीडी-२०२०/प्र.क्र.३२/रस्ते-७,

दि.०५.०२.२०२१

पूर्व पिठिका-

अ. सार्वजनिक बांधकाम विभागाच्या रस्त्याच्या कडेला पेट्रोलपंपाच्या आराखड्यास व पेट्रोलपंपासह सर्व्हीस स्टेशन/ रिसॉर्ट/ हॉटेल/ ढाबे यांना राज्यमार्ग / प्रमुख जिल्हामार्ग इत्यादी मार्गावरून पोचमार्ग बांधण्यास परवानगी साठी सादर केले जाणारे प्रस्ताव IRC १२-२००९ या मानकांनुसार आणि केंद्र शासनाच्या रस्ते व वाहतूक महामार्ग मंत्रालयाच्या (MORTH) दि.१७.१०.२००३ मधील मार्गदर्शक सूचनांनुसार तपासून सादर करावेत, असे निर्देश सर्व मुख्य अभियंत्यांना दि.३०.०१.२०१३ च्या पत्रान्वये शासन स्तरावरून कळविण्यात आले होते. त्यानुसार मुख्य अभियंता यांचेमार्फत शासन स्तरावर प्रस्ताव सादर करण्यात येत होते.

ब. शासनाच्या क्र. आरबीडी-२०१९/प्र.क्र.१७९/रस्ते-७, दि.१३.१२.२०१९ च्या परिपत्रकान्वये, पोचमार्ग बांधण्याकरीता सक्षम प्राधिकारी म्हणून सार्वजनिक बांधकाम मंडळाचे अधीक्षक अभियंता यांना नियुक्त करण्यात आले. केंद्र शासनाच्या दि.२६.०६.२०२० च्या परिपत्रकान्वये, रस्त्याच्या कडेला पेट्रोलपंपाच्या आराखड्यास व पेट्रोलपंपासह सर्व्हीस स्टेशन/ रिसॉर्ट/ हॉटेल/ ढाबे यांना राष्ट्रीय महामार्गाच्या पोचमार्गावरून पोचमार्ग देण्याकरीता नव्याने सुधारीत सूचना निर्गमित केल्या आहेत. शासनाने दि.०४.०९.२०२० च्या पत्रान्वये पोचमार्गाकरीता केंद्र शासनाच्या दि.२६.०६.२०२० च्या परिपत्रकानुसार दिलेल्या मानकांचा अवलंब करण्यात यावा, असे सर्व मुख्य अभियंत्यांना कळविण्यात आले.

क. केंद्र शासनाने दि.२६.०६.२०२० च्या परिपत्रकान्वये दिलेल्या सूचना या केवळ राष्ट्रीय महामार्गावरून पोचमार्ग बांधण्याकरीता आहेत.तसेच IRC-१२-२००९ मधील तरतूदी या केवळ मार्गदर्शक स्वरूपाच्या असल्याचे विविध न्यायनिवाड्यांवरून निदर्शनास आले आहे. तसेच इतर राज्यांनी रस्त्यावरून पोचमार्ग बांधण्याकरीता स्वतंत्र धोरण बनविले आहे. त्याच धर्तीवर महाराष्ट्र राज्यातील राज्यमार्ग व प्रमुख जिल्हामार्गावरून परवानगी देण्याकरीता स्वतंत्र निकष बनविण्यासाठी सदर समिती गठीत करण्यात आली होती.

ड.सदर समितीने केंद्र शासनाच्या मार्गदर्शक सूचना, विविध राज्यांनी लावलेले निकष, विविध न्यायनिर्णय तसेच ऑईल कंपन्यांच्या प्रतिनिधी यांनी केलेल्या सूचनांनुसार राज्यासाठी नवीन मार्गदर्शक तत्वे शासनास सादर केली आहेत. त्यानुसार पुढीलप्रमाणे शासन निर्णय निर्गमित करण्यात येत आहे.

शासन निर्णय-

१. सार्वजनिक बांधकाम विभागाच्या रस्त्याच्या कडेला पेट्रोलपंपाच्या आराखड्यास व पेट्रोलपंपासह सर्व्हिस स्टेशन/ रिसॉर्ट/ हॉटेल/ ढाबे यांना राज्यमार्ग / प्रमुख जिल्हामार्ग इत्यादी मार्गावरून पोचमार्ग बांधण्याकरीता यापूर्वी अवलंबिण्यात येणारी पद्धती प्रस्तुत शासन निर्णयान्वये अधिक्रमित करण्यात येत आहे.
२. सार्वजनिक बांधकाम विभाग, शासन निर्णय क्र. आरबीडी-२०२०/प्र.क्र.३२/रस्ते-७, दि.०५.०२.२०२१, अन्वये गठीत समितीने शासनास सादर केलेल्या शिफारशी स्विकारण्यात येत आहेत. समितीने सादर केल्यानुसार विविध दर्जाच्या रस्त्यावरून पोचमार्गाकरीता अवलंबावयाची कार्यपद्धती सोबत जोडलेल्या **The Maharashtra PWD Guidelines for issuing of NOC for Access permission to Fuel Stations and Private properties/ Other Establishments (other than Fuel station) along State Roads, २०२१** मानकांप्रमाणे असेल.
३. सदर शासन निर्णयामधील तरतूदी या शासन निर्णय निर्गमित केलेल्या दिनांकापासून लागू करण्यात येत आहेत. तसेच तेल कंपन्यांनी पेट्रोलपंपाच्या प्रस्तुत शासन निर्णयापूर्वी काढण्यात आलेल्या जाहिरातीकरीता पुढीलप्रमाणे कार्यपद्धती योजण्यात यावी.
 - अ.जाहिरातीच्या तारखेस प्रचलित असलेली मार्गदर्शक तत्वे तपासून त्याप्रमाणे कार्यवाही करण्यात यावी. **किंवा**
 - ब. सदर शासन निर्णयान्वये निर्गमित मार्गदर्शक तत्वे तपासून त्याप्रमाणे कार्यवाही करण्यात यावी.
४. प्रस्तुत शासन निर्णय लागू होण्यापूर्वीचे उपरोक्त अ किंवा ब पर्यायामध्ये न बसणारे प्रस्ताव हे शासन स्तरावर सादर करण्यात यावेत. शासन स्तरावरून प्रकरणपरत्वे सुट देण्याबाबत निर्णय घेण्यात येईल. क्षेत्रीय अधिकार्यांनी पुढील बाबींसह प्रस्ताव शासन स्तरावर सादर करावा.

- i) मानकामधून सुट देण्याकरीता प्रस्ताव हा संबंधित सार्वजनिक बांधकाम प्रादेशिक विभागाचे मुख्य अभियंता यांचेमार्फत तपासून त्यांच्या शिफारशीने सादर करण्यात यावा.

- ii) असा प्रस्ताव सादर करताना रस्ते सुरक्षा बाबत आवश्यक त्या उपाययोजना प्रस्तावित करण्यात याव्यात, जेणेकरून अपघात होणार नाहीत. त्याबाबतचा नकाशा प्रस्तावासोबत सादर करण्यात यावा.
- iii) तसेच सदरचा रस्ता दर्जोन्नत झाला अथवा त्याची रुंदी वाढवण्यात आल्यास अर्जदारास त्यावेळेच्या लागू असलेल्या नियमानुसार नव्याने परवानगी घेणे बंधनकारक राहील.
- iv) सदर करावयाच्या सुरक्षा उपाययोजनांकरीता आवश्यक खर्च हा पेट्रोलपंप धारकामार्फत संबंधित कार्यकारी अभियंता यांचेकडे जमा करण्यात यावा. त्याबाबतचे हमीपत्र शासनास प्रस्तावासोबत सादर करावे.
- v) शासन स्तरावर केवळ सदरचा शासन निर्णय लागू होण्यापूर्वीचे प्रस्ताव सादर करण्यात यावेत. तेल कंपन्यांनी दिलेल्या जाहिरातीचा दिनांक अर्जदारास दिलेला Letter of Intent (LOI) चा दिनांक (संबंधित कागदपत्रांसह) प्रस्तावामध्ये नमुद करण्यात यावा.
- vi) संबंधित कार्यकारी अभियंता यांनी असा पेट्रोलपंप प्रत्यक्ष सुरु होण्यापूर्वी हमीपत्रामध्ये नमुद केल्याप्रमाणे सर्व सुरक्षा उपाययोजना अवलंबल्याची खात्री करून त्याबाबत शासनास अहवाल सादर करणे अनिवार्य राहील.
५. सर्व प्रमुख तेल कंपनीच्या प्रतिनिधींनी यापुढे पेट्रोलपंपाची जाहिरात काढत असताना सदर शासन निर्णयान्वये ठरविण्यात आलेल्या मानकांप्रमाणे पेट्रोलपंपाचे ठिकाण ठरविण्याबाबत कळविण्यात येत की, सार्वजनिक बांधकाम विभागामार्फत ठरविण्यात येणाऱ्या मानके/ निकष पूर्ण न करणाऱ्या पेट्रोलपंपास परवानगी नाकारण्यात येईल.
- सदर शासन निर्णय महाराष्ट्र शासनाच्या www.maharashtra.gov.in या संकेतस्थळावर उपलब्ध करण्यात आले असून त्याचा संकेतांक २०२११०१३१५१८०८७४१८ असा आहे. हा आदेश डिजिटल स्वाक्षरीने साक्षांकित करून काढण्यात येत आहे.

महाराष्ट्राचे राज्यपाल यांच्या आदेशानुसार व नावाने.

(वि.ल. पाटील)

कार्यासन अधिकारी, महाराष्ट्र शासन

प्रत माहितीसाठी अग्रेषित-

१. मा. मंत्री, सार्वजनिक बांधकाम विभाग, यांचे खाजगी सचिव, मंत्रालय, मुंबई-३२
२. अपर मुख्य सचिव (सा.बां.), सार्वजनिक बांधकाम विभाग यांचे स्वीय सहायक, मंत्रालय, मुंबई-३२
३. सचिव (रस्ते) यांचे स्वीय सहाय्यक, सार्वजनिक बांधकाम विभाग, मंत्रालय, मुंबई-३२
४. सचिव (बांधकामे) यांचे स्वीय सहाय्यक, सार्वजनिक बांधकाम विभाग, मंत्रालय, मुंबई-३२
५. सर्व मुख्य अभियंता सा.बां.प्रा.विभाग

६. सर्व जिल्हाधिकारी
७. सर्व सह/उप/ अवर सचिव, सार्वजनिक बांधकाम विभाग, मंत्रालय मुंबई
८. सर्व अधीक्षक अभियंता, सार्वजनिक बांधकाम मंडळे
९. सर्व कार्यकारी अभियंता, सार्वजनिक बांधकाम विभाग
१०. महाव्यवस्थापक, इंडियन ऑईल कार्पोरेशन लिमिटेड.
११. महाव्यवस्थापक, भारत पेट्रोलियम कार्पोरेशन लिमिटेड
१२. महाव्यवस्थापक, हिंदुस्तान पेट्रोलियम कार्पोरेशन लिमिटेड
१३. महाव्यवस्थापक, रिलायन्स पेट्रोलियम लिमिटेड
१४. महाव्यवस्थापक, नायरा एनर्जी लिमिटेड
१५. निवडनस्ती (रस्ते-७)



**महाराष्ट्र शासन
सार्वजनिक बांधकाम विभाग**

**The Maharashtra PWD Guidelines
for issuing NOC for Access
permission to Fuel Stations
and
Private properties / Other
Establishments (other than Fuel
station) along State Roads,
2021**

"The Maharashtra PWD Guidelines for issuing of NOC for Access permission to Fuel Stations and Private properties/ Other Establishments (other than Fuel station) along State Roads, 2021".

1. Background: -

1.1 Maharashtra State PWD through its Circular No. RBD-2012/CR-49/Rd-7 dated 30th January 2013 had decided to follow “*Guidelines issued vide IRC-12:2009 (Guidelines for Access, Location and Layout of Roadside Fuel Station and Service Stations) and Guidelines issued by MORTH vide its Circular No. RW-NH-33023/19/99/DO-III dated 17/10/2003*” while according permission to construct access to Fuel Stations along State Roads.

1.2 In the meantime, Ministry of Road Transport & Highways (MORTH) had modified previous guidelines and issued new guidelines through Appendix-I & Appendix-II to its Circular No. RW-NH-33023/19/99/DO-III dated 24/07/2013. The Norms at Appendix-I were applicable for access permission to Fuel Stations, Service Stations, Rest Areas etc. and Norms at Appendix-II were applicable for access permission to Properties excluding Fuel Stations. Accordingly, Indian Road Congress (IRC) had issued Unified Guidelines for access permission to Fuel stations, Private Properties, Rest area Complexes and such other facilities (excluding Fuel Stations) along **National Highways** vide **IRC-12:2016**.

1.3 Ministry of Road Transport & Highways has issued Guidelines/Norms for grant of permission for construction of access to Fuel Stations, Wayside amenities, connecting roads, Other Properties (Other than Fuel Stations), Rest Area Complexes & such other facilities along the **National Highways** through Appendix-I & Appendix-II to its Circular No. RW-NH-33032/01/2017-S&R(R) dated 26th June 2020 and its amendment dated 28th January 2021. The Norms at Appendix-I will be applicable for access permission to Fuel Stations and Norms at Appendix-II will be applicable for access permission to Private Properties & Other Establishments (other than Fuel Stations) along **National Highways**.

1.4 Maharashtra State PWD through its Circular No. RBD-2020/CR-32/Rd-7 dated 4th September 2020 has directed all Chief Engineers to follow MORTH guidelines dated 26/06/2020 while according permission for access to Fuel Stations along State PWD Roads *i.e.*, State Highways/Major State Highways (SH/MSH) and Major District Roads (MDR).

1.5 Considering the difficulties faced in implementing Guidelines derived for access permission for Fuel Stations along **National Highways**, to access permission for Fuel Stations along **State Highways and Major District Roads**, the above-mentioned MORTH guidelines dated 26/06/2020 and IRC-12:2016 norms were required to be modified to suit State Highways and Major District Roads, without compromising Safety of Road Users.

2. Therefore, in the exercise of powers vested under Section 71 of the Bombay Highways Act 1955 and its amendments notified thereunder from time to time, Government of Maharashtra through State PWD notifies the revised Guidelines superseding all the previous guidelines in force, for issuing permission

for Access to Fuel Stations and Private Properties / Other Establishments (other than Fuel Station) along roads under Maharashtra Public Works Department.

The guidelines will be henceforth called as "**The Maharashtra PWD Guidelines for issuing permission for Access to Fuel Stations and Private Properties/Other Establishments (other than Fuel Station) along State Roads, 2021**".

- 2.1 The power to grant permission for Access to Fuel Stations and Private Properties/Other Establishments (other than Fuel Station) along State Roads rests with the **Competent Authority** of the respective department.
- 2.2 The notification declaring **Competent Authority** of Public Works Department and Rural Development Department will be published separately. The same shall be amended from time to time, and shall be applicable for the purpose of these guidelines.
- 2.3 **Proposing Authority** will be an immediate subordinate officer reporting to Competent Authority to whom the particular section of State Road is entrusted.
- 2.4 **Concerned Authority** will be Executive Engineer of Public Works Department or Rural Development Department to whom the particular section of State Road is entrusted.

APPENDIX – 1

Guidelines for issuing of NOC for Access permission to Fuel Stations along State Roads

1. These Guidelines shall be applicable to all new Fuel Stations along State Roads of various categories *i.e.*, MSH/SH/MDR/ODR/VR referred to as State Roads in these guidelines and shall mean the Roads declared as notified roads under Maharashtra State Road Development Plan of Public Works Department, Government of Maharashtra.
2. In these guidelines: -
 - a. **‘Government’** means Government of Maharashtra.
 - b. **‘Fuel Station’** means Petrol/Diesel/CNG/Bio-Diesel fuel/Gas Retail outlet/Electrical Vehicle (EV) Charging Stations and Service stations with or without Rest Area amenities etc.
 - c. **‘State Roads’** shall mean Major State Highways (MSH), State Highways (SH), Major District Roads (MDR), Other District Roads (ODR) and Village Roads (VR) as notified roads under Maharashtra State Road Development Plan.
 - d. **‘Rural Roads’** shall mean Other District Roads (ODR) and Village Roads (VR) only as per classification given in Clause 2.2 of IRC:SP:20, Rural Road Manual.
 - e. **‘Industrial Area’** means an area of land developed by the Maharashtra Industrial Development Corporation for setting up an Industry or Industries including essential welfare and supporting services *e.g.*, Post Offices, Banks, Power Stations, Fire fighting stations, Residential Colonies, Educational Institutions, Hospitals, Dispensaries, Hotels, Restaurants, Defined Market area, Fuel Station, Weigh Bridge, Police Station, Water and Sewerage facilities etc.
 - f. **‘Urban Area’** means,
A Municipal Corporation area for which a Municipal Corporation is constituted under section 8 of the Mumbai Municipal Corporation Act, 1888 **and/or**
A Municipal Corporation area for which a Municipal Corporation is constituted under section 5 of the Maharashtra Municipal Corporations Act, 1949 **and/or**
A Municipal Council Area within the meaning of clause (24) of section 2 of the Maharashtra Municipal Councils, Nagar Panchayats and Industrial Townships Act, 1965, **and/or**
A Nagar Panchayat Area within the meaning of clause (24) of section 2 of the Maharashtra Municipal Councils, Nagar Panchayats and Industrial Townships Act, 1965 **having Population of 10,000 or more** as ascertained as per preceding census.
 - g. **‘Rural Area (Non-Urban Area)’** means Area excluding Urban Area and Industrial Area as defined above.
 - h. As per clause 3.2.3 of IRC: SP:48 *i.e.*, Hill Road Manual, the classification of terrain is normally done by means of cross slope of country viz., slope approximately perpendicular to the centre line of the Road. Hence, the classification of terrain for guidelines in this circular shall be done by means of cross slope of country viz., average of the slopes of 100m land width approximately

perpendicular to the centre line of the Road at 100m and 200m before and after the midpoint of the road at Fuel Station location as shown in **Fig.7**.

The following classification shall be followed for guidelines in this Circular:

Sr. No.	Terrain Classification	Percent cross slope of country
1	Plain	0 to 10
2	Rolling	Greater than 10 upto 25
3	Hilly/ Mountainous	Greater than 25

3. General Conditions of Siting of Fuel Stations: -

- a. Fuel Stations shall generally be a part of the rest area complex along the State Roads. Rest areas should have various other amenities for users e.g., places for parking, toilets, restaurants, Fuel Stations, rest rooms, kiosks for selling sundry items, bathing facilities, repair facilities, creche etc. These aspects should be incorporated while planning for improvement and upgradation of the State Roads Sections and/or planning for new Fuel Stations along the State Roads. The rest area complex may be planned subject to their commercial viability.
- b. It should be ensured that the location of the proposed Fuel Station does not interfere with future improvements of the State Roads and the nearby intersections/junctions.
- c. The Fuel Stations would be located where the alignment of State Road and its profile are favourable *i.e.*, where the grounds are practically level, there are no sharp curves (Radius not less than that is specified for minimum design speed for particular category of road) or steep grades (more than 5%) and where the sight distances would be adequate for safe traffic operations. The proposed location should not interfere with placement and proper functioning of Road signs, signals, lighting or other devices that may affect traffic operation and safety of Road users.
- d. If two or more fuel stations are to be sited in close proximity for some reasons, these would be grouped together to have a common access through a service road of 7.0m width and connected to the State Road through acceleration, deceleration lanes. Any objection from the existing Fuel Station owner or Oil/Gas Company against granting of access permission for the proposed new Fuel Station are to be overruled and access to all Fuel Stations in case of clustering, shall invariably be from service road only. Wherever longer service road exists, which may itself act as deceleration/acceleration lane, no separate deceleration/acceleration lane is required. New entrant Oil/Gas Company or Owner of Fuel Station would be responsible for construction and maintenance of the common service road, deceleration & acceleration lanes, drainage and traffic control devices. Wherever available ROW is inadequate to accommodate such service roads, deceleration/acceleration lanes etc, the

additional land by the side of ROW to accommodate such service roads shall be acquired by the new entrant Oil/Gas Company or Owner of Fuel Station.

- e. Irrespective of the terrain, no norm shall be applicable if Fuel Station is proposed along existing Service roads/Slip roads. However, permission for Fuel Station proposed along existing Service Road/Slip Road shall be obtained from the Competent Authority to regulate requirements such as drainage facilities, plot size, drinking water, toilet facilities, signs, markings etc.

However, no access permission shall be granted for establishment of a Fuel Station on the entry/ exit ramp of Service/ Slip Road.

4. Location Norms

4.1 Location Norms on: -

Rural (Non-Urban) Stretches of State Roads in Plain & Rolling Terrain

Sr	Items	Norms applicable to Fuel Stations along		
		MSH/ SH	MDR	ODR/ VR
1.	Acceleration Lane	100m	80m	Nil
2.	Deceleration Lane	70m	55m	Nil
3.	Distance of Intersection with any category of road [§] and median gap.	300m	240m	200m
4.	Distance from Check Barrier / Toll Plaza / Railway Level Crossing	1000m	750m	600m
5.	Distance from start of approach road of Road Over Bridge.	200m	200m	200m
6.	Distance from start of approach road of Grade Separator / Flyover	300m	240m	200m
7.	Distance from nearest Fuel Station [¶]			
	a. Undivided Carriageway	300m	240m	200m
	b. Divided Carriageway	1000m	750m	600m

4.2 Location Norms on: -

i) Urban Stretches of State Roads in Plain & Rolling Terrain, and

ii) Urban/Non-urban Stretches of State Roads in Hilly/Mountainous Terrain

Sr	Items	Norms applicable to Fuel Stations along		
		SH/MSH	MDR	ODR/ VR
1.	Acceleration Lane	Nil	Nil	Nil
2.	Deceleration Lane	Nil	Nil	Nil
3.	Distance of Intersection with any category of road [§] and median gap.	100m	100m	100m
4.	Distance from check barrier / Toll Plaza / Railway Level Crossing	1000m	750m	600m
5.	Distance from start of approach road of Road Over Bridge.	200m	200m	200m
6.	Distance from start of approach road of Grade Separator / Flyover	300m	240m	200m
7.	Distance from nearest Fuel Station [¶]			
	a. Undivided Carriageway	300m	240m	200m
	b. Divided Carriageway	300m	240m	200m

Note:

1. All dimensions are to be measured from the boundary of the Fuel Station.
2. In case of distance from intersection with any category of road[§], the road means paved carriageway (Bituminous / Concrete/ Interlocking concrete blocks) of minimum 3.0m width and having length of minimum 300m and above, irrespective of category of road.
3. Distance from nearest fuel station[¶] shall be inclusive of acceleration and deceleration lane. However, the criteria for minimum distance between two fuel stations shall not apply in case where access/ egress for all such fuel stations are provided through common service road of 7.0m width and not directly to State Roads.
4. The criterion for minimum distance between two Fuel Stations[¶] on both sides of the State Roads is applicable for undivided carriageway. In case of divided carriageway, with no gap in medians, the distance restriction is for same side and is not applicable on the opposite side of the Fuel Station. However, access for fuel Stations at closer proximity may be allowed provided entry/ exit for both the Fuel Stations are provided through service road of 7.0m width having sufficient length; further additional length of such service road shall be constructed at the cost of the latter Fuel Station Owner or Oil/Gas Company seeking grant of permission for access for the facility.

5. In case of Hilly/Mountainous terrain, common service roads at all such locations may not be possible as per the site conditions and therefore common access through service roads would not be a precondition.
6. Distance between Fuel Station and structural barrier (*i.e.*, Toll Plaza, Railway Level Crossing, Check Barrier etc.) shall not apply if such barriers are located on service road only and are separated from the main carriageway of State Road.
7. The gap in the central median of State Road shall be treated as intersection.

5.0 Plot Size for Fuel Stations.

- 5.1 The minimum size and shape of the plot for fuel station should primarily be laid down by the Company/ Establishment concerned for which they would need to consider suitable accommodation of all the facilities *e.g.*, fuel pumps, offices, stores, compressor room, air pump and kiosks etc. The Concerned Authority *i.e.*, Executive Engineer steps in primarily keeping in view that no hindrance is caused to the movement of vehicle of expected maximum dimensions, within the fuel station and in the access area. Sufficient space would need to be available to accommodate the number of fuel pumps to cater to the expected number of vehicles in peak time at this location so that the vehicles do not spill over to access area. The air pump and kiosks for pollution control measurements be installed at some distance from the fuel pumps so that the vehicles requiring these services do not cause hindrance to the free movement of vehicles entering or exiting the Fuel Station.
- 5.2 Keeping the above considerations in view, the minimum size of the plot for a fuel station along SH/MSH/MDR/ODR/VR shall be as follows:

Category of Road	Rural (non-Urban) Stretch	Urban Stretch	Urban/Non-Urban stretches in Hilly / Mountainous Terrain (Frontage x Depth)
	Plain & Rolling Terrain (Frontage x Depth)	Plain & Rolling Terrain (Frontage x Depth)	
SH/MSH/MDR	35m x 35m	30m x 30m	20m x 20m
ODR/VR	30m x 30m	20m x 20m	20m x 20m
Note: - The proposed plot of new fuel station shall be such that the minimum frontage is achieved within the minimum total area as stipulated above.			

- 5.3 For fuel station being part of the rest area complex, the area required for other facilities such as parking, restaurant, rest rooms, toilets, kiosks for selling sundry items, bathing facilities, repair facilities, shops etc. would be extra but there would be a single access/egress.

6. Access for new Fuel station along divided/undivided carriageway sections

- 6.1 The access to the fuel station along divided/undivided carriageway for Rural (Non-Urban) sections of MSH/SH/MDR shall be through deceleration and acceleration lanes. The acceleration and deceleration lane may be dispensed with for Urban/Hilly & Mountainous sections of SH/MSH/MDR. Also, the acceleration and deceleration lane may be dispensed with for Rural Roads *i.e.*, ODR and VR.
- 6.2 The deceleration lane would take off from the edge of the paved shoulder and taken up to the edge of the Right of Way (ROW) of MSH/SH/MDRs, beyond which, the boundary of fuel station shall start. For MSH/SH its minimum length would be 70m measured along the travel direction. For MDR its minimum length would be 55m measured along the travel direction. Width of deceleration lane would be minimum 5.5m. The shoulder of 2.25m would be provided towards the outer side of the access/ egress (*i.e.*, on the side farthest from the carriageway) for this deceleration lane.
- 6.3 The acceleration lane would take off from the edge of the fuel station on exit side.
- For MSH/SH its minimum length would be 100m. Its starting stretch of 70m length would be with a curvature of minimum radius of 650m and the remaining 30m length would be tapered so as to facilitate vehicles coming out of fuel station, merging with fast moving through traffic on main carriageway, in a safe and efficient manner.
- For MDR its minimum length would be 80m. Its starting stretch of 55m length would be with a curvature of minimum radius of 650m and the remaining 25m length would be tapered so as to facilitate vehicles coming out of fuel station, merging with fast moving through traffic on main carriageway, in a safe and efficient manner.
- Width of acceleration lane would be minimum 5.5m. Wherever, available ROW is inadequate to accommodate the service roads and/or deceleration/ acceleration lanes in Non-Urban stretches of State Roads in plain and rolling terrain, additional marginal land by the side of ROW to accommodate the deceleration/ acceleration lanes shall be acquired by the owner of the fuel station. In case of widening of State Road in near future, the matter shall be dealt on case-to-case basis.
- 6.4 A separator island would be provided in front of the fuel station so that no right turning takes place. The length of this separator island would be determined on the basis of the intersecting points of the edge line of the separator island with the line drawn along the edge of chevron markings as indicated in Figures 1 & 2 for undivided carriageway and Figures 3 & 4 for divided carriageway, of these norms. Its shape for isolated fuel station would be as shown in Figure 1/ Figure 3 and that for the cluster of fuel stations with common service roads, as shown in Figure2/ Figure4. It would have minimum width of 3m. The width of approaches connecting deceleration and acceleration lanes, along the separator island should be 5.5m.

- 6.5 There would be buffer strip from the edge of the ROW and would extend minimum 3m inside the fuel station plot. Its minimum length would be 12m. In Urban/ Hilly & mountainous areas, minimum length of Buffer Strip may be reduced to 5.0m keeping minimum width of opening at entry and exit to 7.50m. No structure or hoarding except the approved standard identification sign on pole, would be permitted inside the buffer strip. The buffer strip as well as the separator island should be provided with kerb of minimum 275mm height to prevent vehicles from crossing it or using it for parking purposes. The buffer strip in the approach zone should be suitably shaped to cover extra area in the approach zone after provision of acceleration, deceleration lane and connecting approaches and should be properly turfed for aesthetic landscaping.
- 6.6 The radius for turning curve should be 13m and that for non-turning curve should be from 1.5 to 3m so as to check over speeding while entering or exiting the fuel station. Wherever, available ROW is inadequate, additional marginal land by the side of ROW shall be acquired by the owner of the fuel station to provide prescribed turning radius.
- 6.7 The pavement of the access roads including deceleration, acceleration lanes and connecting approaches should have sufficient designed strength for the expected traffic. The road crust of service roads with acceleration and deceleration lane should have following minimum configurations:

Items	SH/MSH	MDR	ODR/ VR
GSB	150mm	150mm	150mm
WMM/ WBM	150mm	150mm	150mm
MPM/WMM/WBM	75mm	75mm	75mm
BM/DBM	50mm	50mm	---
BC/ OGC with seal coat	30mm	20mm	20mm

Note: Interlocking concrete blocks as per IRC: SP: 63 can also be considered.

- 6.8 The typical access layout for the new fuel station with relevant details for deceleration/ acceleration lanes connection approaches, Separator Island, buffer strip, drainage, signs and marking on carriageway sections of State Roads would be as shown in Figure 1 / Figure3 of these Norms.
- 6.9 The typical access layout for cluster of fuel stations, with details for deceleration lane, service road and acceleration lane etc. would be as shown in Figure 2/ Figure 4 of these Norms.
- 6.10 The typical layout for fuel stations and signs & markings along MSH/SH/MDR in Urban/Hilly & Mountainous Stretches and typical layout for fuel stations and signs & markings along the Rural Roads (ODR/VR) is given in Figure 5.

7. Drainage

There shall be adequate drainage system on the access to the Fuel Station and inside its area so as to ensure that surface water does not flow over the State Road or any water logging takes place. For this purpose, the Fuel Station and access area would be at least 300 mm below the level at the edge of the State Roads. The surface water from Fuel Station/ facility and access road would need to be collected in a suitable underground drainage system (*e.g.*, slab culvert with iron grating of adequate strength constructed in the approaches or any other method as per satisfaction of Executive Engineer so as to ensure that surface water from Fuel Station / facility does not flow on State Roads) and led away to a natural course/ outfall sewer through culvert. In case lined drains of sufficient length up to a natural course/ outfall sewer are not available, surface water from Fuel Station shall be led away to a water recharging system specifically constructed by the Oil/Gas Company or Owner of Fuel Station. The applicant has to prepare separate detailed drawing indicating the drainage arrangements and to be submitted along with the application for the permission.

8. Enforcement of Right of Way and Building Line

While planning the layout for various facilities inside the Fuel Stations, it has to be ensured that fuel pumps are located beyond the Building Line as prescribed in IRC:73 “Geometric Design Standards for Rural (Non-Urban) Highways” or as notified by the State Government or 10m away from ROW boundary whichever is less. The Fuel Station office building etc. shall be located at safe distance as prescribed by the Fire Department or other authorities or beyond Control line as prescribed by Government. The buffer strip would extend minimum 3m inside the Fuel Station plot, beyond ROW. The future widening of the State Roads shall also be kept in view while setting up and preparing the layout plan of the proposed Fuel Station. The Oil/Gas Company or Owner of Fuel Station shall acquire additional land, if required, to accommodate access/ egress roads for Fuel Station, service roads, acceleration/ deceleration lanes, etc.

9. System for Signs and Markings

- 9.1 An adequate system for signs and markings shall be provided at the locations of Fuel Stations for the guidance of the State Road users. The pavement markings shall be in form of chevron at entry and exit locations, give way for the exit from the Fuel Station. Informatory signs for Fuel Station would be provided at 1km ahead, 500m ahead and at the entry point.
- 9.2 On undivided carriageway, additional signs for the regulation of entry and exit of the vehicular traffic should be provided on the separator island. Also, an informatory sign should be installed showing the distance of the nearest Fuel Station located in the direction of travel in order to avoid any need for right turnings for accessing the Fuel Station located on the opposite side. This sign should be installed at the location of about 200 m ahead of the opposite side Fuel Station.

- 9.3 The pavement markings shall conform to IRC:35, 'Code of Practice for Road Markings', and road signs to IRC:67, 'Code of Practice for Road Signs' and IRC:SP:55, 'Guidelines on Traffic Management in Work Zone'. Minimum number and type of road signs & markings as specified by the Concerned Authority shall be provided by the Oil/Gas Company or Owner of Fuel Station. The Concerned Authority shall verify the adequacy of road signs & markings and shall increase the number or may specify different types of signs and markings, if required.
- 9.4 These should be as per Sections 801 and 803 of MORTH Specifications for Road and Bridge Works, as updated from time to time.
- 9.5 The system for signs and markings with their types and locations would be as shown in Fig. 1, 2, 3, 4 & 5 for the chosen access layout.

10. License Deed

- 10.1 A license deed would be required to be signed between the Oil/Gas Company or Owner of Fuel Station wanting to install the Fuel Station (Licensee) and Government of Maharashtra (Licensor) through its Competent Authority or Authorised representative of Competent Authority. The specimen copy of the license deed is enclosed at *Annexure-III to Appendix-1*. The original copy of the license deed shall be kept in office of Competent Authority with certified copy in office of Concerned Authority.
- 10.2 The license deed would be drawn on a Non-Judicial stamp paper and all expenses in this regard be borne by the Licensee.
- 10.3 The validity of the license deed for the use of Government land for access to Fuel Station would be for a period of fifteen years and on expiry of lease after which the same would be required to be renewed which could be for a similar period. During this validity period, the Oil/Gas Company or Owner of Fuel Station shall maintain in good condition the deceleration/acceleration lanes, service roads (free from any pothole/patches), toilets & drinking water facilities, drainage arrangements (clean condition to allow full discharge of storm water), signs and markings (existing at identified location with clear required visibility).

11. Procedure of Permission and Payment: -

- 11.1 The power to grant permission for Access to Fuel Stations along State Roads rests with the Competent Authority of the respective department.
- 11.2 The notification declaring Competent Authority of Public Works Department and Rural Development Department will be published separately. The same shall be amended from time to time, and shall be applicable for the purpose of these guidelines.
- 11.3 Proposing Authority will be an officer reporting to Competent Authority to whom the particular section of State Road is entrusted.

- 11.4 Concerned Authority will be Executive Engineer of Public Works Department or Rural Development Department to whom the particular section of State Road is entrusted.
- 11.5 The Oil/Gas Company or Owner of Fuel Station requiring and applying for the access to MSH/SH/MDR/ODR/VR, shall submit a self-certified proposal for obtaining access permission to the Concerned Authority to whom particular section of State Road is entrusted.
- 11.6 The Oil/Gas Company or Owner of Fuel Station requiring access permission shall be responsible for preparation of drawings/ Layouts of the proposed location/ nearby details and other features of the Fuel Station (i.e., Fuel stations/Service Stations/Kiosks/Rest area complexes and such other facilities) in conformity with the norms prescribed under these guidelines. The Oil/Gas Company or Owner of Fuel Station, if required by them, may engage any consultant/ architect for preparation of layout drawings, at their cost. The authorised representative of Oil/Gas Company or Owner of Fuel Station shall remain responsible at all times, for correctness of the documents submitted with the proposal and execution of the work as per approved drawings including its video recording (before and after completion of the work). In case the execution of the access is not carried out as per the prescribed norms and approved drawings, the fuel station shall be de-energised and access of fuel station shall be disconnected.
- 11.7 After receipt of proposal from Oil/Gas Company or Owner of Fuel Station along with all required Documents & Drawings and after receipt of Non-refundable processing fee of Rs.10,000/- from the applicant to Concerned Authority i.e., Executive Engineer, the application/proposal shall be processed at divisional level. List of documents to be submitted for permission for new access to Fuel Station from State Roads is given at ***Annexure-I to Appendix-I***. On receipt of application, the Concerned Authority shall examine/check all drawings and documents attached with the proposal as per ***Annexure-I*** and Checklist at ***Annexure-II*** and verify the details mentioned in documents/drawings and checklist thoroughly. If at first hand any further document/clarification is required, same shall be sought from the applicant within 30 days.
- 11.8 Concerned Authority i.e., Executive Engineer shall forward the complete proposal along with Document/Drawings and Checklist received, to concerned Deputy Engineer of particular Subdivision dealing with particular stretch of MSH/SH/MDR/ODR/VR for definite recommendations and examination/verification of the drawings and documents in view to ensure that the location and layout conform to the guidelines.
- 11.9 Deputy Engineer shall examine the documents/drawings, inspect the site and assess the suitability of the proposal, shall take photographs, prepare his recommendations and submit proposal of applicant to the Concerned Authority i.e., Executive Engineer with definite recommendations and verified documents/drawings/checklist duly corrected, if required, within 15 days.

11.10 Concerned Authority *i.e.*, Executive Engineer shall scrutinise all documents/drawings/checklist received from Deputy Engineer. Concerned Authority, if required, may seek comments of Deputy Engineer within 15 days on receipt of proposal.

Proposals not conforming to the guidelines as per this circular and/ or proposals with incomplete documents shall not be recommended to Proposing Authority or Competent Authority and such proposals shall be rejected at Divisional Level.

For the proposals conforming to the norms of this Circular, Concerned Authority *i.e.*, Executive Engineer, after receipt of Non-refundable Provisional permission Fee of Rs.20,000/-, One-time license fee as mentioned in Para 11.22, Bank Guarantee of any Nationalized or Scheduled Bank of amount as mentioned in Para 11.22 and Undertaking from the applicant, shall process the application at Divisional Level. The Bank Guarantee shall be valid for minimum three years from date of submission and shall be verified on web based online e-Bank Guarantee verification system. Concerned Authority *i.e.*, Executive Engineer shall submit a complete set of proposal along with scrutinised documents/drawings/checklist/undertaking and copies of Agreement/License Deed to Proposing Authority through Proper channel.

11.11 The Proposing Authority or his subordinate officer shall scrutinise all documents/drawings/checklist received from Concerned Authority *i.e.*, Executive Engineer. Proposing Authority may seek comments of Concerned Authority *i.e.*, Executive Engineer within 15 days on receipt of proposal. The Proposing Authority shall submit a complete set of proposal along with scrutinised documents/drawings/checklist/undertaking and copies of Agreement/License Deed to Competent Authority for obtaining provisional permission for 1 year.

11.12 The Competent Authority or his subordinate officer shall scrutinise all documents/drawings/checklist received from Proposing Authority. The Competent Authority may seek comments of Proposing Authority within 15 days on receipt of proposal. The Competent Authority shall issue provisional permission for 1 year or reject the application within 15 days after receipt of comments of Proposing Authority.

11.13 The Fuel Station shall not be energised during the intervening period of provisional permission and grant of regular access permission.

11.14 The Oil/Gas Company or Owner of Fuel Station may construct or develop the Fuel Station along with its access as per approved drawings at their own cost within 12 months from date of issue of provisional permission for access.

11.15 After construction/development of the Fuel station as per approved drawings, the Oil/Gas Company or Owner of Fuel Station may apply for issue of the final permission for access to Concerned Authority.

- 11.16 The Concerned Authority after getting the site inspected by their subordinate officers, shall submit their comments through Proposing Authority to the Competent Authority within 30 days from the date of receipt of such communication.
- 11.17 The final approval shall be granted by the Competent Authority within 15 days of the receipt of comments from Proposing Authority/Concerned Authority confirming the satisfactory completion of construction of the Fuel Station as per approved drawings.
- 11.18 After issuing final approval to access permission, License Deed may be signed by the Competent Authority or authorised representative of Competent Authority. Validity of the License Deed Agreement would be for a period of 15 years. The specimen copy of the licence deed is enclosed at ***Annexure-III of Appendix-1***. Access permission would be renewable after 15 years on payment of processing fee only.
- 11.19 The Competent Authority may grant upto 1 year extension to validity of provisional permission for access based on justifications for delay submitted by the Oil/Gas Company or Owner of Fuel Station and comments received from Proposing Authority/Concerned Authority.
- 11.20 The Bank Guarantee shall be released by the Competent Authority within 30 days of the grant of Regular/final approval to access permission. In case the access construction is not completed even within the extended period, the Competent Authority may encash Bank Guarantee.
- 11.21 Penalty of amount as mentioned in Para 11.22 shall be imposed on Oil/Gas Company or Owner of Fuel Station for energizing fuel station or starting commercial operations of wayside amenities without obtaining prior permission for access from the Competent Authority. The access permission may be granted only upon payment of the Processing Fee, One-time license fee & Penalty amount and only after receipt of inspection report by Proposing Authority/Concerned Authority about conformation of Fuel Station with the guidelines issued in this Circular.
- 11.22 The One-time license fee shall be Rs.2,50,000/- (Rupees Two Lakhs Fifty Thousand Only) for base Calendar year 2020, Amount of Bank Guarantee shall be 2,50,000/- (Rupees Two Lakhs Fifty Thousand Only) for base Calendar year 2020 and Amount of Penalty shall be Rs.2,50,000/- (Rupees Two Lakhs Fifty Thousand Only) for base Calendar year 2020. The One-time license fee, Amount of Bank Guarantee and Amount of Penalty as mentioned above are applicable for Calendar year 2020 as base Calendar year. The same shall be increased @ 5% every subsequent Calendar year.
- 11.23 Non-refundable processing fee, Non-refundable Provisional Permission Fee, One-time license fee and Amount of Penalty shall be paid in the name of Executive Engineer of concerned division.
- 11.24 Inspection for determining the deviations from prescribed Norms/Guidelines shall be done at any time, even after signing of the License Deed, by the concerned Proposing Authority/Concerned Authority or his representative. In case of defaults/ deviations found

during inspections, it shall be treated as breach of License Deed and Proposing Authority/Concerned Authority may submit proposal of termination of the License Deed to the Competent Authority. Access of such Fuel Stations shall be cut-off by the Proposing Authority/Concerned Authority. However, before any such action is taken, a notice shall be issued to the Oil/Gas Company or Owner of Fuel Station describing the specific violation/non-compliance of prescribed condition, giving opportunity to rectify the same within a reasonable time not exceeding 60 days from date of issue of such notice. The failure to rectify the identified deficiencies within the prescribed time would lead to withdrawal of access permission. The access shall be immediately disconnected without any further notice and action taken shall be reported to the Competent Authority and District Administration. Re-grant of access permission in such cases shall entail payment of the applicable License fee and Processing Fee. Further the district administration shall also be requested to withdraw the permission granted by them for operation of such Fuel Station. The Oil/Gas Company shall also be requested to de-energise such Fuel Station immediately. The re-energizing by the Oil/Gas Company would be done only on complete rectification and on authentication of rectifications by the Competent Authority.

- 11.25 On the expiry of lease, the access permission may be renewed by the Competent Authority on payment of renewal processing fee, if access conforms to the stipulated guidelines of the Government.
- 11.26 In case of Fuel Stations already existing on the State Roads which are upgraded later on, or transferred from other departments, for which approval for access was earlier obtained from respective previous Competent Authority, there shall be no penalty but, such Oil/Gas Company or Owner of Fuel Station shall have to pay the Processing Fee of amount as applicable to the new Competent Authority and will be granted 6 months' time to comply with the stipulated norms of acceleration lane/deceleration lane, drainage facilities, drinking water, toilet facilities, signs, markings etc. as per upgraded status of State Road.
- 11.27 In case of Fuel Stations already existing on upgraded State Road, for which access permission was not obtained earlier from respective previous Competent Authority, the proposal shall be treated as if it is new case for access permission for which Oil/Gas Company or Owner of Fuel Station shall have to take requisite action to apply for access permission within a period of 6 months of Notification of upgradation of such State Road along with payment of processing fee, license fee and penalty as per para 11.21 and 11.22 above.

12. Responsibilities of Oil/Gas Companies and Owners of Fuel Stations: -

- 12.1 The Ministry of Petroleum and Natural Gas/ Oil/ Gas Companies, while entertaining any application for the installation of a Fuel Station, would supply a copy of these norms to the applicant so that he may assess his position to fulfil the requirements of these norms. Ministry

of Petroleum and Natural Gas/Oil & Gas Companies would ensure that the plot identified by the applicant conforms to the requirements of these norms in terms of its location, access layout and signs & markings. It shall also be the responsibility of the Oil/Gas Company or Owner of Fuel Station to provide the prescribed layout for access as given in Fig.1/2/3/4/5, as the case may be, while preparing the layout.

12.2 After obtaining provisional permission for access, Oil/Gas Company or Owner of Fuel Station shall be responsible for the construction and maintenance of deceleration/ acceleration lane, service roads, channelizers, drainage arrangements, drinking water and toilet facilities, signs and markings in accordance with the approved layout and specifications conforming to these norms, at his own cost. The drinking water and toilet facilities shall be accessible to the public round the clock. In order to inform the public about these facilities, a display board showing availability of such facilities shall be installed before the entry to the Fuel Station. On completion of the construction in accordance with checklist and conforming to the approvals, a completion certificate would be issued by the Concerned Authority *i.e.*, Executive Engineer for getting approval of the Competent Authority. The concerned Oil/Gas Company would be allowed to energize the Fuel Station only after final approval *i.e.*, License Deed signed by the Competent Authority or authorised representative of Competent Authority.

12.3 Inspection for determining the deviations from prescribed Norms/Guidelines shall be done at any time, even after signing of the License Deed, by the concerned Proposing Authority/Concerned Authority or his representative. In case of defaults/ deviations found during inspections, it shall be treated as breach of License Deed and Proposing Authority/Concerned Authority may submit proposal of termination of the License Deed to the Competent Authority. Access of such Fuel Stations shall be cut-off by the Proposing Authority/Concerned Authority. However, before any such action is taken, a notice shall be issued to the Oil/Gas Company or Owner of Fuel Station describing the specific violation/non-compliance of prescribed condition, giving opportunity to rectify the same within a reasonable time not exceeding 60 days from date of issue of such notice. The failure to rectify the identified deficiencies within the prescribed time would lead to withdrawal of access permission. The access shall be immediately disconnected without any further notice and action taken shall be reported to the Competent Authority and District Administration. Re-grant of access permission in such cases shall entail payment of the applicable License fee and Processing Fee. The Oil/Gas Company shall de-energise such Fuel Station immediately. The re-energizing by the Oil/Gas Company would be done only on complete rectification and on authentication of rectifications by the Competent Authority. The action against the Oil/Gas Companies shall also be taken if the rectification of the identified deficiencies has not been done within the prescribed timeline even after reminders to the Oil/Gas Companies.

- 12.4 Access permission allowed to Fuel Stations may in some cases lead to substantial vehicular/pedestrian traffic movements on the road/access so constructed/allowed. In such cases there may arise a need to construct a cross-over facility such as Underpass/Overpass/FOB/Service lane etc. for ensuring road safety. The cost of such cross-over facility etc. shall be borne by the Oil/Gas Company or Owner of Fuel Station.
- 12.5 The Oil/Gas Company or Owner of Fuel Stations is not bound to get the acceleration/deceleration lanes including other ancillary appurtenances constructed through the road authority or the contractor/concessionaire for the project in the particular stretch of SH/MSH/MDR/ODR/VR. It shall be the responsibility of the Oil/Gas Company or Owner of Fuel Station to construct the acceleration/deceleration lanes including other ancillary appurtenances either through the concerned concessionaire/ contractor in the project section at the cost of the Oil/Gas Company or Owner of Fuel Station or by themselves through any other agency.
- 12.6 The access roads including acceleration / deceleration lanes shall be constructed within the available ROW of the State Roads. However, in case of non-availability of adequate ROW for construction of these facilities, the Oil/Gas Company or Owner of Fuel Station shall acquire the required additional land at their cost for construction of such facilities.
- 12.7 The toilet facility is to be provided as per the standard layout at Figure 6 demarking separately gents & ladies and duly equipped with lighting, water and requisite cleaning accessories etc. The necessary alterations in the case of existing Fuel stations may be done as felt necessary in accordance with the standard layout. A separate access to all road users of the State Roads with traffic signages of the availability of toilet facility along State Roads may be provided and the toilets shall be kept open round the clock. The drinking water facility and toilet facility shall be maintained properly and shall be kept neat and clean. The owner/ management of fuel stations shall ensure that water is available in all toilets round the clock. Suitable penalty shall be levied on owner/ management of fuel stations, if the toilets are found unclean and not as per norms, during routine inspections by Concerned Authority or his authorised representative.

Annexure-I
(To Appendix-1)

List of documents to be submitted for getting approval for access permission to new Fuel Station along State Roads

1. Signed copy of License Deed. The draft is at *Annexure – III to Appendix-1*.
2. Certified copy of location plan of the Fuel Station along the State Roads showing details of Right of Way (ROW) of State Roads, existing intersections and the intersecting roads including existing public roads and other developments falling within a reach of 1.5 km in each side of the Fuel Station and carriageway. In case of Fuel Stations proposed in Urban Areas, the copy of development plan showing the location of plot and adjoining properties approved by Assistant Director of Town Planning (ADTP) shall be submitted.
3. Certified copy of plan of the proposed Fuel Station showing details of deceleration, acceleration lanes, service road (if provided), buffer strip, fuel pump, office, kiosk, lubritorium, air and water supply, toilet & drinking water facilities, drainage details, signs and markings conforming to applicable figures enclosed with these Norms.
4. Certified copy of sectional view showing elevation of Fuel Station with respect to State Roads and slopes to be provided for adequate drainage and preventing water logging on State Roads.
5. Drainage plan of the Fuel Station.
6. Detail of the material for pavement composition for deceleration lane, service road and acceleration lane.
7. Undertaking from the Oil/Gas Company or Owner of Fuel Station that the Oil/Gas Company or Owner of Fuel Station would pay necessary fee for the use of the State Roads land whenever the fee is asked by the State Government in future.
8. Undertaking from Oil/Gas Company or Owner of Fuel Station that necessary alteration including complete removal/shifting of the approach roads will be done by them at their own cost if so, required by State Government, for the development of State Roads or in the interest of safety in this section of State Roads.
9. Undertaking from Oil/Gas Company or Owner of Fuel Station that they shall take all the action as prescribed in *Appendix -I* to ensure conformity of these Norms.
10. Undertaking from the Oil/Gas Company or Owner of Fuel Station that the Fuel Station is not in operation and that the construction of the Fuel Station has not been commenced.
11. Undertaking from the **Oil/Gas Company** that the fuel station is not energized by the **Oil/Gas Company** and that the Fuel Station will be energized only after getting final approval to access permission from the Competent Authority.
12. Documentary evidence of additional Land Acquisition details (if required) beyond the available ROW (to accommodate service roads, deceleration / acceleration lanes, turning radius etc.) done by the Oil/Gas Company or Owner of Fuel Station.
[NOTE- It needs to be specifically mentioned if the same is not applicable/required.]
13. Duly signed Checklist as stipulated in *Annexure-II to Appendix-I*.

CHECKLIST-A

Checklist for getting approval for installation of new fuel station along State Roads

1	General Information :	
	1.1 Category of Road (SH/MSH/MDR/ODR/VR) :	
	Name & Number of Road :	
	1.2 District & Taluka :	
	1.3 Location/Village/Landmark :	
	1.4 Chainage :	
	1.5 LHS or RHS of Road :	
2.	2.1 PW Region :	
	2.2 PW Circle :	
	2.3 PW Division :	
	2.4 PW Subdivision :	
3.	Name of Oil/Gas Company :	
4.	Name of the Owner of Fuel Station :	
5.	Whether Fuel Station is part of Rest Area Complex :	

CHECKLIST- B

**Checklist for getting approval for installation of new fuel station along: -
Existing Service Roads/ Slip Roads**

Sl. No.	Item	Measurement at site	Norms	Whether complying With Norms
1.	Whether Fuel Station is on existing service road / slip road (and not on entry/ exit ramp of service roads/ slip roads)		YES	Yes/ No
2.	Size of Plot			
	2.1 Rural (Non-Urban) Stretch of Plain & Rolling Terrain			
	2.1.1 MSH/SH/MDR		35m x 35m	Yes/ No
	2.1.2 ODR/VR		30m x 30m	Yes/ No
	2.2 Urban Stretch of Plain & Rolling Terrain			
	2.2.1 MSH/SH/MDR		30m x 30m	Yes/ No
	2.2.2 ODR/VR		20m x 20m	Yes/ No
	2.3 Urban/Non-Urban Stretches in Hilly & Mountainous Terrain For SH/MSH/MDR/ODR/VR		20m x 20m	Yes/ No
3.	Whether the Fuel Station is part of Rest Area complex?			Yes/ No
4.	Whether the fuel station satisfy the general condition of siting, access condition, drainage, building line/control line, sign boards etc. depending upon the availability of land.		YES	Yes/ No

CHECKLIST-C

Checklist for new Fuel Station along: - Rural (Non-Urban) Stretches of State Roads in Plain & Rolling Terrain

Sl. No.	Item	Measurement at site	Norms	Whether complying With Norms
1.	Acceleration Lane (MSH/SH)		Minimum 100m	Yes/No
	Acceleration Lane (MDR)		Minimum 80m	Yes/No
2.	Deceleration Lane (MSH/SH)		Minimum 70m	Yes/No
	Deceleration Lane (MDR)		Minimum 55m	Yes/No
3.	3.1 Whether additional marginal land by the side of ROW is required to be acquired by the Oil/Gas Company or Owner of Fuel Station to accommodate acceleration/ deceleration lane.			Yes/No
	3.2 If Yes, mention additional LA required to be done by the Oil/Gas Company or Owner of Fuel Station.		Mention area in Sq.m.	
	3.3 Whether additional land acquisition as above has been done by the Oil/Gas Company or Owner of Fuel Station.			Yes/No/NA
	3.4 If Yes, whether the documentary evidence of the LA details is attached.			Yes/No/NA
4.	Distance from intersection with any category of roads.			
	4.1 MSH/SH		Minimum 300m	Yes/No
	4.2 MDR		Minimum 240m	Yes/No
	4.3 ODR/VR		Minimum 200m	Yes/No
5.	Distance from median gap on divided carriageway			
	5.1 MSH/SH		Minimum 300m	Yes/No
	5.2 MDR		Minimum 240m	Yes/No
	5.3 ODR/VR		Minimum 200m	Yes/No
6.	Distance from Check Barrier/Toll Plaza/ Railway Level Crossing			
	6.1 MSH/SH		Minimum 1000m	Yes/No
	6.2 MDR		Minimum 750m	Yes/No
	6.3 ODR/VR		Minimum 600m	Yes/No
	6.4 Mention whether the check barrier is located on main carriageway or on service road separated from main carriageway.			Yes/No
7.	Distance from start of approach road of Road Over Bridge (for MSH/SH/MDR/ODR/VR)		Minimum 200m	Yes/ No

8.	Distance from Start of approach road of Grade Separator/ Flyover			
	8.1 MSH/SH		Minimum 300m	Yes/No
	8.2 MDR		Minimum 240m	Yes/No
	8.3 ODR/VR		Minimum 200m	Yes/No
9.	Distance from nearest Fuel Station			
	9.1 Undivided carriageway (For both sides of carriageway)			
	9.1.1 MSH/SH		Minimum 300m	Yes/No
	9.1.2 MDR		Minimum 240m	Yes/No
	9.1.3 ODR/VR		Minimum 200m	Yes/No
	9.2 Divided carriageway (When there is no gap in median at distance as per sr.no. 5 above, this condition would be applicable for same side of carriageway)			
	9.2.1 MSH/SH		Minimum 1000m	Yes/No
	9.2.2 MDR		Minimum 750m	Yes/No
	9.2.3 ODR/VR		Minimum 600m	Yes/No
10.	Provision of service/connecting road		Necessary at clustering of Fuel Stations	Yes/No
	10.1 Length of the service road including deceleration and acceleration lanes.		Mention length in m.	
	10.2 Whether additional land beyond the available ROW is required to be acquired by the Oil/Gas Company or Owner of new entrant Fuel Station to accommodate service roads including deceleration/ acceleration lanes, etc.			Yes/No
	10.3 If Yes, mention additional LA required to be done by the Oil/Gas Company or Owner of new entrant Fuel Station.		Mention area in Sq.m.	
	10.4 Whether additional land acquisition as above has been done by the Oil/Gas Company or Owner of new entrant Fuel Station.			Yes/No/NA
	10.5 If Yes, whether the documentary evidence of the LA details is attached.			Yes/No/NA
11.	Gradient of State Road section where Fuel Station is Located.		Maximum 5%	Yes/No
12.	Slope of Fuel Station Premises/Services Area for drainage purpose.		Minimum 2%	Yes/No
13.	Width of Frontage of plot			
	13.1 MSH/SH/MDR		Minimum 35m	Yes/No
	13.2 ODR/VR		Minimum 30m	Yes/No
14.	Depth of plot			
	14.1 MSH/SH/MDR		Minimum 35m	Yes/No
	14.2 ODR/VR		Minimum 30m	Yes/No

15.	Separator island in front of Fuel Station			
	15.1 Minimum Length of Separator island shall be as per layout of Fuel Station		Mention length in m.	
	15.2 Width of Separator island		Minimum 3m	Yes/No
	15.3 Width of Approaches connecting acceleration/deceleration lanes, along Separator island		Minimum 5.5m	Yes/No
16.	Length of Buffer strip		Minimum 12m	Yes/No
17.	Width of Buffer Strip extending inside ROW		Minimum 3m	Yes/No
18.	Height of Kerb for Buffer strip and Separator island		Minimum 275mm	Yes/No
19.	Radius of Turning curve		Minimum 13m	Yes/No
20.	Radius of Non-turning curve		1.5m to 3m	Yes/No
21.	21.1 Whether additional marginal land beyond the available ROW is required to be acquired by the Oil/Gas Company or Owner of Fuel Station to provide prescribed turning radius.			Yes/No
	21.2 If Yes, mention additional LA required to be done by the Oil/Gas Company or Owner of Fuel Station.		Mention area in Sq.m.	
	21.3 Whether additional land acquisition as above has been done by the Oil/Gas Company or Owner of Fuel Station.			Yes/No/NA
	21.4 If Yes, whether the documentary evidence of the LA details is attached.			Yes/No/NA
22.	Minimum downward slope of access roads towards the Fuel Station.		Minimum 2%	Yes/No
23.	Difference in level between the State Road and Fuel Station and access area measured at the edge of the shoulder of the State Road.		Minimum 300mm	Yes/No
24.	Provision of culvert, designed for drainage according to IRC:SP-13		Slab culvert with iron grating of adequate strength or any other method as per satisfaction of Executive Engineer shall be constructed in approaches.	Yes/No
25.	25.1 Provision of drinking water and toilet facilities along with proper display board at the entry to Fuel Station.		Drawing showing these arrangements As per satisfaction of Executive Engineer to be submitted	Yes/No
	25.2 Provision of proper drainage arrangement for Fuel Station premises.			Yes/No
26.	Provision of adequate signs, display boards and markings as per the drawings.		Minimum requirements as shown in the drawing	Yes/No
27.	Whether the fuel station satisfy the general condition of building line/control line.		Yes	Yes/No

28.	Whether the Oil/Gas Company or Owner of Fuel Station has certified that Fuel Station is not in operation and that construction of the Fuel Station has not been commenced.		Yes	Yes/No
29	Whether the Oil/Gas Company has certified that the Fuel Station is not energized by the Oil/Gas Company and that the Fuel Station will be energized only after getting access permission from the Competent Authority.		Yes	Yes/No

It is certified that Fuel Station is neither in operation nor energized and that construction of the Fuel Station has not been commenced. Further, we bear full responsibility for genuineness of the site particulars mentioned above and for adherence to the stipulated Guidelines/Norms.

**[Name, Designation, Signature of the
authorized representative of the concerned
Oil/Gas Company or Owner of Fuel Station]**

The above particulars along with the drawings and documents have been verified and are certified as correct as per the prevailing site conditions.

**[Name, Designation, Signature
of the Concerned Authority i.e.,
Executive Engineer of respective
Department]**

CHECKLIST-D

Checklist for new Fuel Station along:

- i) Urban Stretches of State Roads in Plain & Rolling Terrain and
ii) Urban/Non-urban Stretches of State Roads in Hilly/Mountainous Terrain**

Sl. No.	Item	Measurement at site	Norms	Whether complying With Norms
1.	Distance from intersection with any category of roads. (MSH/SH/MDR/ODR/VR)		Minimum 100m	Yes/No
2.	Distance from median gap on divided carriageway. (MSH/SH/MDR/ODR/VR)		Minimum 100m	Yes/No
3.	Distance from Check Barrier/Toll Plaza/Railway Level Crossing			
	3.1 MSH/SH		Minimum 1000m	Yes/No
	3.2 MDR		Minimum 750m	Yes/No
	3.3 ODR/VR		Minimum 600m	Yes/No
	3.4 Mention whether the check barrier is located on main carriageway or on service road separated from main carriageway.			Yes/No
4.	Distance from start of approach road of Road Over Bridge. (for MSH/SH/MDR/ODR/VR)		Minimum 200m	Yes/ No
5.	Distance from Start of approach road of Grade Separator/ Flyover			
	5.1 MSH/SH		Minimum 300m	Yes/No
	5.2 MDR		Minimum 240m	Yes/No
	5.3 ODR/VR		Minimum 200m	Yes/No
6.	Distance from nearest Fuel Station			
	6.1 Undivided carriageway (For both sides of carriageway)			
	6.1.1 MSH/SH		Minimum 300m	Yes/No
	6.1.2 MDR		Minimum 240m	Yes/No
	6.1.3 ODR/VR		Minimum 200m	Yes/No
	6.2 Divided carriageway (When there is no gap in median at distance as per sr.no. 2 above, this condition would be applicable for same side of carriageway)			
	6.2.1 MSH/SH		Minimum 300m	Yes/No
	6.2.2 MDR		Minimum 240m	Yes/No
	6.2.3 ODR/VR		Minimum 200m	Yes/No

7.	Provision of service/connecting road		Necessary at clustering of Fuel Stations	Yes/No
	7.1 Length of the service road including deceleration and acceleration lanes.		Mention length in m.	
	7.2 Whether additional land beyond the available ROW is required to be acquired by the Oil/Gas Company or Owner of new entrant Fuel Station to accommodate service roads including deceleration/ acceleration lanes, etc.			Yes/No
	7.3 If Yes, mention additional LA required to be done by the Oil/Gas Company or Owner of new entrant Fuel Station.		Mention area in Sq.m.	
	7.4 Whether additional land acquisition as above has been done by the Oil/Gas Company or Owner of new entrant Fuel Station.			Yes/No/NA
	7.5 If Yes, whether the documentary evidence of the LA details is attached.			Yes/No/NA
8.	Gradient of State Road section where Fuel Station is Located.		Maximum 5%	Yes/No
9.	Slope of Fuel Station Premises/Services Area for drainage purpose.		Minimum 2%	Yes/No
10.	Width of Frontage of plot			
	10.1.1 MSH/SH/MDR Urban Stretches in Plain & Rolling Terrain		Minimum 30m	Yes/No
	10.1.2 MSH/SH/MDR Urban/Non-Urban stretches in Hilly/Mountainous Terrain		Minimum 20m	Yes/No
	10.2 ODR/VR		Minimum 20m	Yes/No
11.	Depth of plot			
	11.1.1 MSH/SH/MDR Urban Stretches in Plain & Rolling Terrain		Minimum 30m	Yes/No
	11.1.2 MSH/SH/MDR Urban/Non-Urban stretches in Hilly/Mountainous Terrain		Minimum 20m	Yes/No
	11.2 ODR/VR		Minimum 20m	Yes/No
12.	Separator island in front of Fuel Station			
	12.1 Minimum Length of Separator island shall be as per layout of Fuel Station		Mention length in m.	
	12.2 Width of Separator island		Minimum 3m	Yes/No
	12.3 Width of Approaches connecting acceleration/deceleration lanes, along Separator island		Minimum 5.5m	Yes/No
13.	Length of Buffer strip		Minimum 5m	Yes/No
14.	Width of Buffer Strip extending inside ROW		Minimum 3m	Yes/No
15.	Height of Kerb for Buffer strip and Separator island		Minimum 275mm	Yes/No

16.	Radius of Turning curve		Minimum 13m	Yes/No
17.	Radius of Non-turning curve		1.5m to 3m	Yes/No
18.	18.1 Whether additional marginal land beyond the available ROW is required to be acquired by the Oil/Gas Company or Owner of Fuel Station to provide prescribed turning radius.			Yes/No
	18.2 If Yes, mention additional LA required to be done by the Oil/Gas Company or Owner of Fuel Station.		Mention area in Sq.m.	
	18.3 Whether additional land acquisition as above has been done by the Oil/Gas Company or Owner of Fuel Station.			Yes/No/NA
	18.4 If Yes, whether the documentary evidence of the LA details is attached.			Yes/No/NA
19	Minimum downward slope of access roads towards the Fuel Station.		Minimum 2%	Yes/No
20.	Difference in level between the State Road and Fuel Station and access area measured at the edge of the shoulder of the State Road.		Minimum 300mm	Yes/No
21.	Provision of culvert, designed for drainage according to IRC:SP-13		Slab culvert with iron grating of adequate strength or any other method as per satisfaction of Executive Engineer shall be constructed in approaches.	Yes/No
22.	22.1 Provision of drinking water and toilet facilities along with proper display board at the entry to Fuel Station.		Drawing showing these arrangements As per satisfaction of Executive Engineer to be submitted	Yes/No
	22.2 Provision of proper drainage arrangement for Fuel Station premises.			Yes/No
23.	Provision of adequate signs, display boards and markings as per the drawings.		Minimum requirements as shown in the drawing	Yes/No
24.	Whether the fuel station satisfy the general condition of building line/control line.		Yes	Yes/No
25.	Whether the Oil/Gas Company or Owner of Fuel Station has certified that Fuel Station is not in operation and that construction of the Fuel Station has not been commenced.			Yes/No
26.	Whether the Oil/Gas Company has certified that the Fuel Station is not energized by the Oil/Gas Company and that the Fuel Station will be energized only after getting access permission from the Competent Authority.			Yes/No

It is certified that Fuel Station is neither in operation nor energized and that construction of the Fuel Station has not been commenced. Further, we bear full responsibility for genuineness of the site particulars mentioned above and for adherence to the stipulated Guidelines/Norms.

**[Name, Designation, Signature of the
authorized representative of the concerned
Oil/Gas Company or Owner of Fuel Station]**

The above particulars along with the drawings and documents have been verified and are certified as correct as per the prevailing site conditions.

**[Name, Designation, Signature
of the Concerned Authority i.e.,
Executive Engineer of respective
Department]**

LICENSE FOR THE USE OF STATE GOVERNMENT LAND

AGREEMENT TO construct an approach/ access road with necessary provision for drainage, signage and markings, to _____ (Name of Oil/ Gas Company or Owner of Fuel Station) abutting on the _____ (LHS/RHS) boundary of _____ (Name/Number of State Road) in Kilometre _____ (Chainage) in Survey No. _____ and Gat No. _____ of the village _____ in the Taluka _____ of the _____ District.

AN AGREEMENT made this _____ day of _____ Year Two thousand _____ between the Governor of Maharashtra (hereinafter called the Government which expression shall, unless excluded by or repugnant to the context, include his successors in Office and assigns) of the ONE PART and _____ (name and address of Oil/Gas Company or Owner of Fuel Station) hereinafter called "the Licensee"/ "the Licensees" (which expression shall, unless excluded by or repugnant to the context, include the said licensee's successor/ Licensees successors, legal heirs, executors, administrators and assigns) of the OTHER PART.

2. WHEREAS The Licensee has/licensees have applied to the Government for permission to construct on the Government land an approach road with necessary provision for drainage, signs and markings to his/their property abutting on the _____ (LHS/RHS) boundary of _____ (Name/Number of State Road) in Kilometre _____ (Chainage) in the _____ Taluka of the _____ District, more particularly described in the Schedule annexed hereto and shown in the drawing attached hereto (hereinafter referred to as "the said premises").

3. AND WHEREAS THE GOVERNMENT have agreed to grant such permission on the terms and conditions hereinafter mentioned.

4. Now, this Agreement witness that, in consideration of the terms and conditions hereinafter contained and on the part of the licensee/ licensees to be observed and performed, the Government hereby grants to the licensee/ licensees, permission to construct an access/ approach road with necessary provisions for drinking water and toilet facilities, drainage works, signs and markings to the said premises as per approved drawings attached subject to the following terms and conditions, namely: -

- i.) That the licensee/licensees shall within twelve months from date of receipt of the permission, but without interfering in anyway with the State Road traffic, complete the construction of the approach road (including deceleration/acceleration lanes) and shall make provision for drinking water and toilet facilities, drainage, signs and markings at his own cost and to the full satisfaction of the Executive Engineer in-charge of the State Road according to the approved drawings and specifications. The drinking water and toilet facilities shall be accessible to the public round the clock. In order to inform the public about these facilities, a display board showing availability of such facilities shall be installed before the entry to the Fuel Station. The said approach road shall not be brought into use after its completion until the Executive Engineer gives a completion

certificate after satisfying himself that it has been completed as per the sanctioned drawings and specifications. The Fuel Station shall be energized by the concerned Oil/Gas Company only after completion certificate has been issued and only after final approval to access permission has been issued by the Competent Authority of Government.

- ii) That on the completion of the said work, that part of the approach road, which lies within the limits of Government road land together with any culvert or drain therein constructed shall become the absolute property of the Government subject to the rights of the licensee/licensees to use the same only for ingress and egress.
- iii) The licensee/licensees shall at his/their own costs keep the said approach road and any culvert or drain therein, in proper repair and condition to the satisfaction of the Executive Engineer. The approach roads would be considered in proper conditions when they are free from potholes and patches. The culverts and drains would be kept in clean conditions to allow full discharge of the storm water. Signs and markings shall be kept at their respective locations in clean condition for visibility at all times. The drinking water facility and toilet facility shall be maintained properly and shall be kept neat and clean. The licensee/licensees shall ensure that water is available in all toilets round the clock. Suitable penalty shall be levied on licensee/licensees, if the toilets are found unclean and not as per norms, during routine inspections by the Executive Engineer or his authorised representative.
- iv) That within Six months of a notice duly given to the licensee/licensees in this behalf, the licensee/licensees shall at his/their own cost remove the said approach road or any drainage work constructed in connection therewith and restore the land to its original condition when required to do so by the Government or by any person duly authorised on its behalf. The Licensee/licensees shall not be entitled to any compensation on account of such removal and restoration.
- v) That the approach road shall not be used for any purpose other than that of access to and egress from the premises of the licensee/licensees on to the State Road.
- vi) That the licensee/licensees shall not, without the prior permission in writing of the Competent Authority of Government, in any way extend or alter the said approach road or any culvert or drainage therein.
- vii) That the licensee/licensees shall at all-time permit any duly authorized officer of the Government to inspect the said approach road including any culvert or drainage therein. The licensee/licensees shall keep the said approach road clear and shall not be entitled to close any right of way over or in respect of the same against Government, or any member of the public.
- viii) That the licensee/licensees shall be liable for any loss or damage caused to the Government by obstruction of drain or any other similar causes due to the said approach road or the drainage work.
- ix) That the permission granted by this license shall not in any way be deemed to convey to the licensee/licensees any right into or over or any interest in Government land other than that herein expressly granted.
- x) That in case the said approach road is destroyed, this license shall automatically become redundant and the licensee/ licensees shall not be entitled to claim any right to construct another approach road in lieu of that so destroyed.
- xi) That during the subsistence of this license, the said approach road including the road drainage shall be deemed to have been constructed only by the consent and permission of the Government so that the right of the licensee/licensees to use the same shall not become absolute and indefeasible by lapse of time.

- xii) In cases of defaults/deviations found during inspections by Competent Authority/ Concerned Authority, each deficiency shall be immediately rectified, which in no case should exceed 60 days from the date of inspection. The failure to rectify the identified deficiencies within the prescribed time would lead to de-energizing the fuel station by the concerned Oil/Gas Company. The re-energizing by the Oil/Gas Company would be done only on complete rectification and on the authorization of rectifications by Competent Authority.
- xiii) That the licensee/licensees shall not sell, transfer or otherwise dispose of the license without obtaining from the transferee a duly executed agreement with the Government embodying the terms and conditions herein before.
- xiv) The Oil/Gas Company or Owner of Fuel Station shall have to enter into an Agreement for signing the license deed for Fifteen years with the Competent Authority or its authorized representative, for the use of Government land. The license shall be issued to the Oil/Gas Company or Owner of Fuel Station on payment of Rs. _____/- (Rupees _____) as per applicable policy as One-time license fee for the Calendar year_____, along with a non-refundable processing fee of Rs. _____/- (Rupees _____), non-refundable Provisional Permission Fee of Rs. _____/- (Rupees _____) and Penalty (if applicable) of Rs. _____/- (Rupees _____) for the Calendar year_____ along with the application. A Bank Guarantee of Rs. _____/- (Rupees _____) for the Calendar year_____ (valid for minimum three years from date of submission) shall be submitted to Government for successful completion of access before final approval from Competent Authority of Government is obtained. In case the access construction is not completed even in the extended period, the Bank Guarantee shall be encashed by the Competent Authority of Government.
- xv) The Licensee/Licensees is/are not bound to get the acceleration/deceleration lanes including other ancillary appurtenances constructed through the Department or the contractor/concessionaire for the project in the particular stretch of SH/MSH/MDR/ODR/VR. It shall be the responsibility of the Licensee/Licensees to construct the acceleration/deceleration lanes including other ancillary appurtenances either through the concerned concessionaire/ contractor in the project section at the cost of the Licensee/Licensees or by themselves through any other agency.
- xvi) The access roads including acceleration/ deceleration lanes shall be constructed within the available ROW of the State Roads. However, in case of non-availability of adequate ROW for construction of these facilities, the Licensee/Licensees shall acquire the required additional land at their cost for construction of such facilities. Similarly, access or egress to Fuel Station (Primarily for clustering with other ones) may be provided from the Service Road which has been developed already; however, if service road of required length is not already constructed, new service road of required length shall have to be constructed by the Oil/Gas Company or Owner of new entrant Fuel Station at their cost. Wherever available ROW is inadequate to accommodate such service roads, deceleration/acceleration lanes etc, the additional land by the side of ROW to accommodate such service roads shall be acquired by the Oil/Gas Company or Owner of new entrant Fuel Station at their own cost.

5. On the expiry of lease, the access permission may be renewed by the Competent Authority of Government on payment of Rs. _____/- (Rupees _____) as renewal processing fee, if access conforms to the stipulated guidelines of the Government.

6. In case of existing fuel stations constructed as per stipulated guidelines/norms but for which prior approval has not been obtained from the Competent Authority, a Penalty of Rs. _____/- (Rupees _____) for the Calendar year _____ shall be imposed on the Oil/Gas Company or Owner of Fuel Station to regularize such fuel stations along with payment of the license fee and processing fee.

7. In case of Fuel Stations already existing on the State Roads which are upgraded later on, or transferred from other departments, for which approval for access was earlier obtained from respective previous Competent Authority, there shall be no penalty but, such Oil/Gas Company or Owner of Fuel Station shall have to pay the processing fee of Rs. _____/- (Rupees _____) to the new Competent Authority and will be granted 6 months' time to comply with the stipulated norms of acceleration lane/deceleration lane, drainage facilities, drinking water, toilet facilities, signs, markings etc. as per upgraded status of State Road. However, in case of Fuel Stations already existing on upgraded State Road, for which access permission was not obtained earlier from respective previous Competent Authority, the proposal shall be treated as if it is new case for access permission for which Oil/Gas Company or Owner of Fuel Station shall have to take requisite action to apply for access permission within a period of 6 months of Notification of upgradation of such State Road along with payment of Processing Fee, One-time license fee and Penalty as applicable for Calendar year of submission of application after Notification.

- i. That if and when parallel service roads are constructed the access to fuel station shall be from the service road alone and no claim/compensation shall be entertained on that account.
- ii. That this Agreement shall remain in force for fifteen years from the date of execution in the first instance and be terminable by a notice of 6 months and the permission may be renewed after expiry of the said period.
- iii. That the license hereby granted shall not be transferable.
- iv. That the licensee/licensees shall bear the cost of Stamp and attestation of this Agreement.

8. Situations given below would be treated as violations of the license deed agreement and the Government would be within its right to ask the concerned Oil/Gas Company to de-energize the Fuel Station;

- i. Non-maintenance of deceleration lane, acceleration lane, service road, drinking water and toilet facilities, drainage system, channelisers, markings, signs and other traffic control devices in good operating conditions (as specified in Para 4(iii)), during the period of license deed and not rectifying the shortcomings within the specified period as specified in Para 4(xii).
- ii. Non-compliance for revising the layout of access as directed by the Competent Authority in writing, within specified period.

The re-energizing by the concerned Oil/Gas Company would be done only on complete rectification and on the authorization of rectifications by Competent Authority of Government.

9. Notwithstanding anything contained in clause 4, this license can be cancelled at any time by the Competent Authority for breach of any of the terms and conditions of license and the

licensee/licensees shall not be entitled to any compensation for loss caused to him/them by such cancellation nor shall be absolved from any liability already incurred by him/them under this Agreement. The licensee/licensees shall at his/their own cost remove approach road lying within the boundary of the Government land and restore the Government land to its original condition. In the event of licensee/licensees refusing to do so, the restoration of the Government land to its original condition shall be done by the Executive Engineer in-charge, at the cost of licensee/licensees and the expenditure incurred shall be recoverable from the licensee/licensees as an arrear without prejudice to any other remedies which may be fixed by Government in this behalf.

10. This Agreement may be executed in two counterparts, each of which when executed and delivered shall constitute an original of this Agreement.

IN WITNESS WHEREOF this agreement is executed in two parts by the parties hereto on the date first above mentioned.

Signed by
Shri (Name in full with designation)
the licensee/ Licensees

Signed by
Shri (Name in full with designation)
for and on behalf of the Governor of
Maharashtra

In the presence of

1. Name in full (signature)
with designation

1. Name in full(signature)
with designation

2. Name in full (signature)
with designation

2. Name in full(signature)
with designation

N.B. Wherever alternatives such as his/their Licensee/Licensees has/have etc., are given, only applicable portions should be typed in the fair license deed.

SCHEDULE
(Annexure of the Agreement)

(Type the schedule of Property/Fuel Station along with Drawings referred to in clause 2)

Figure-1

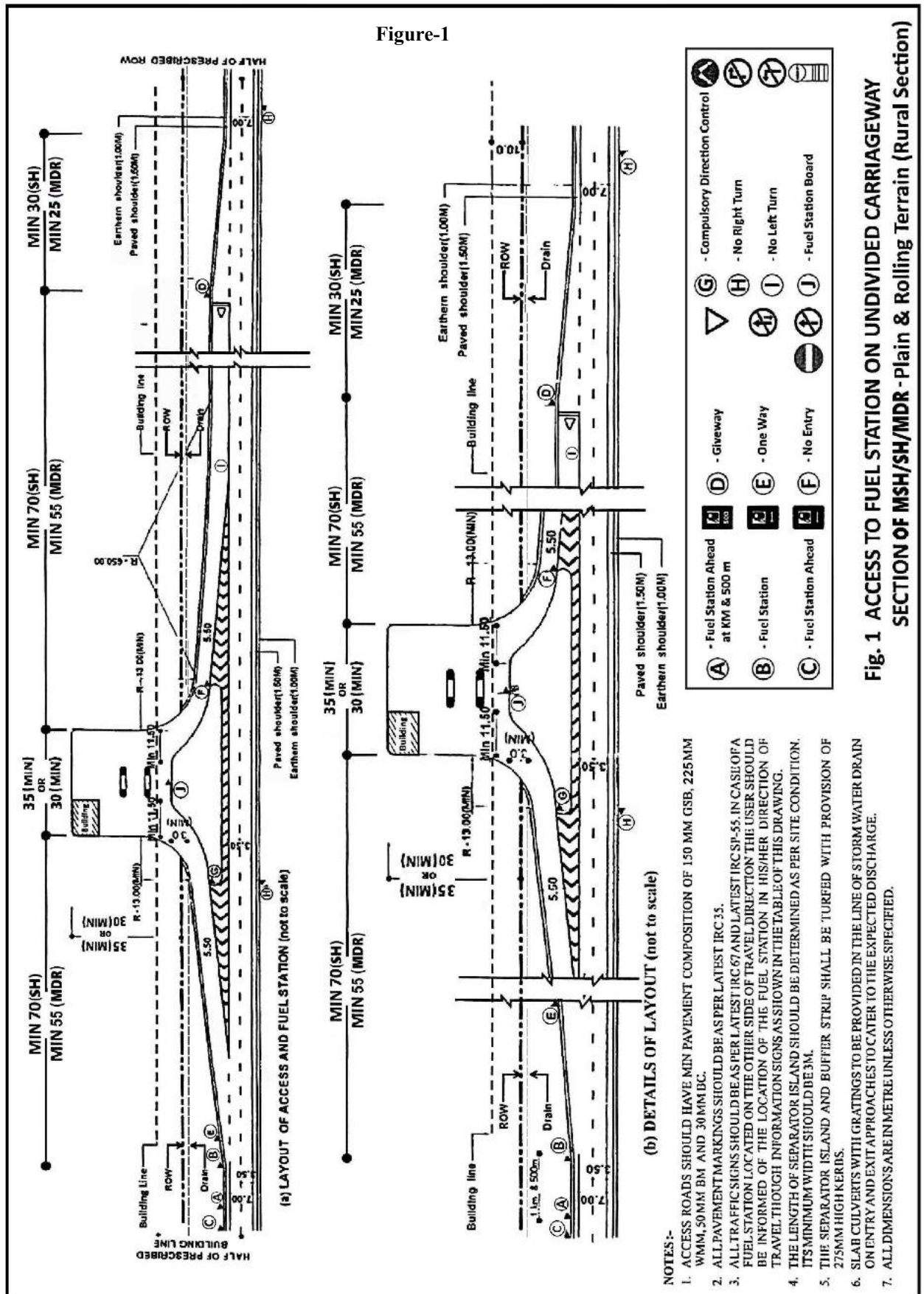
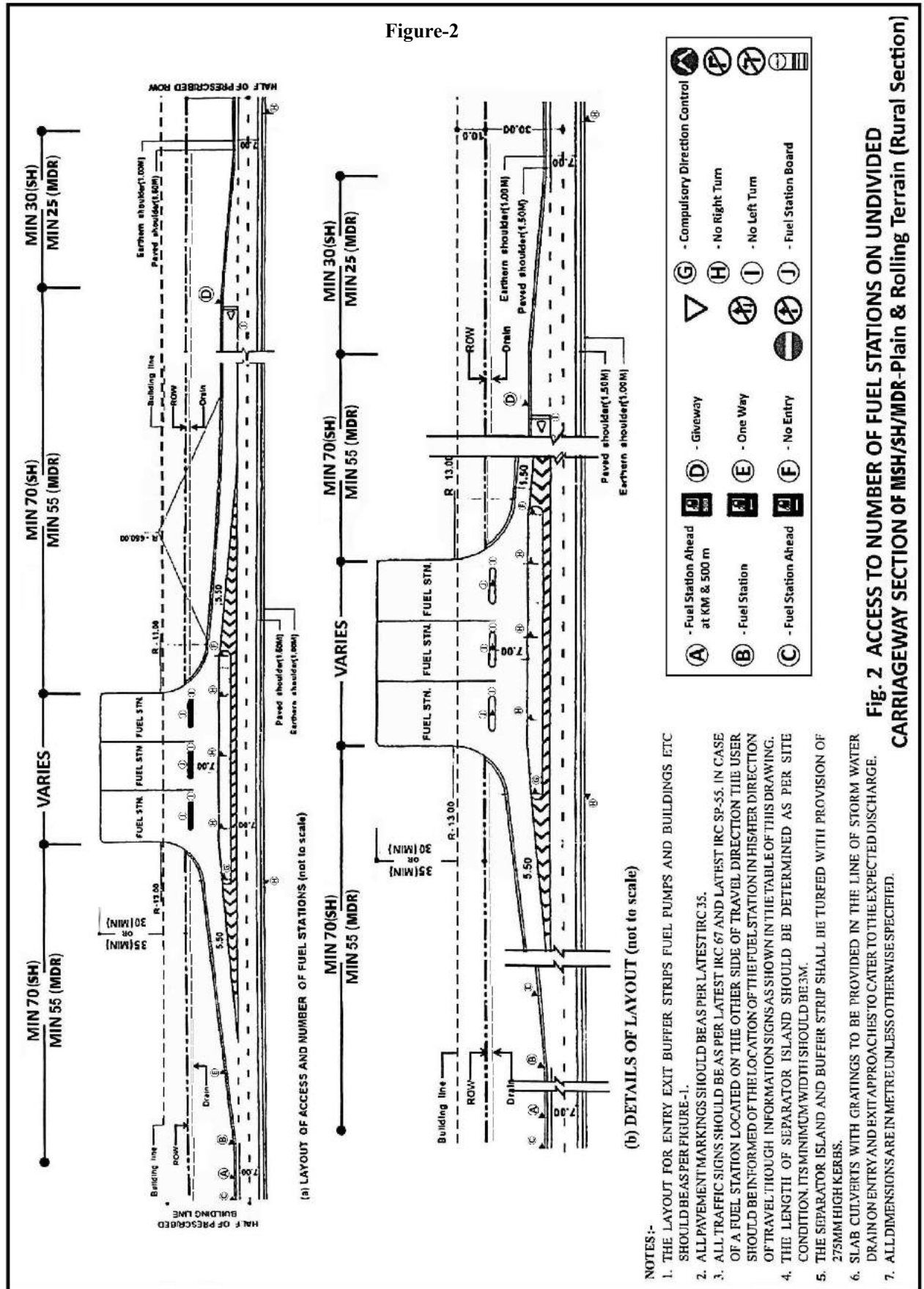
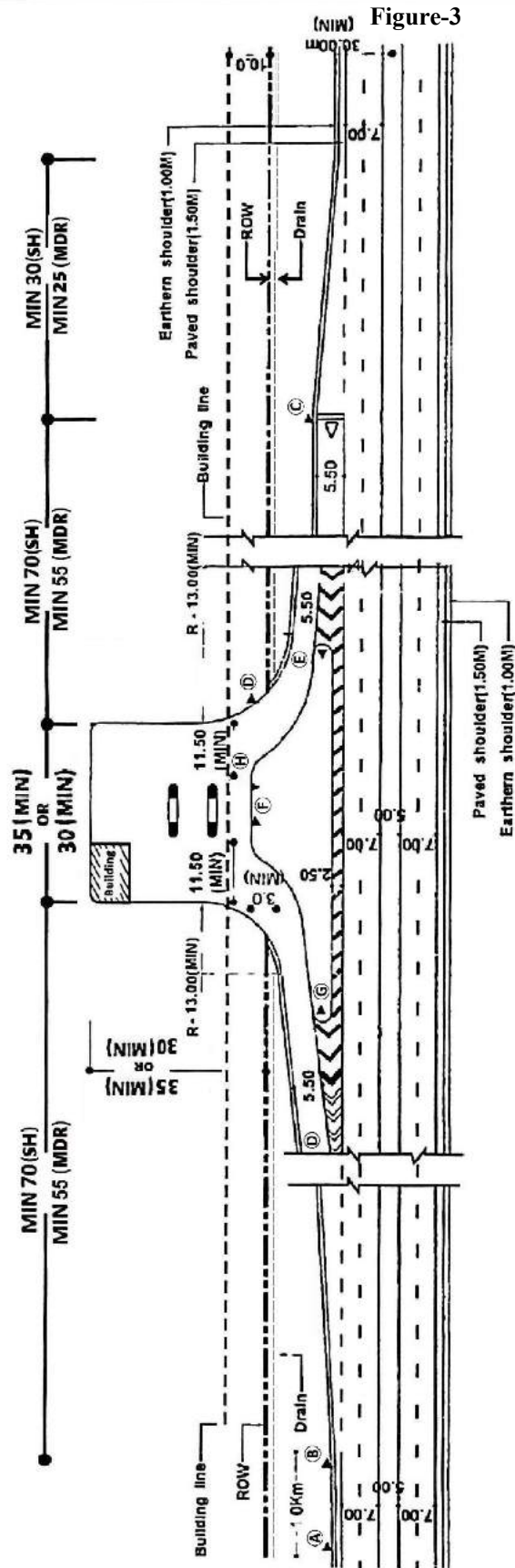


Fig. 1 ACCESS TO FUEL STATION ON UNDIVIDED CARRIAGEWAY
SECTION OF MSH/SH/MDR - Plain & Rolling Terrain (Rural Section)

Figure-2

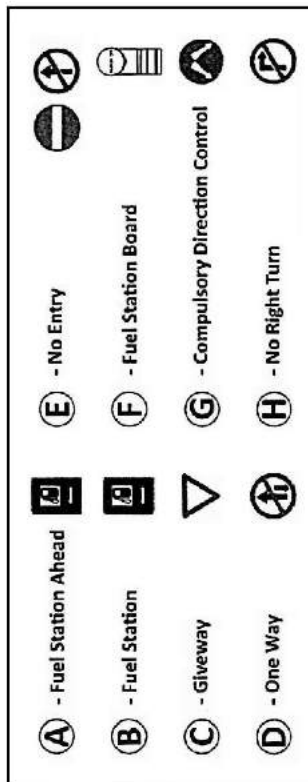




(b) DETAILS OF LAYOUT (not to scale)

- NOTES :-**

1. ACCESS ROADS SHOULD HAVE MIN PAVEMENT COMPOSITION OF 150 MM GSR, 225 MM WMM, 50 MM BM AND 30 MM BC.
2. ALL PAVEMENT MARKINGS SHOULD BE AS PER LATEST IRC 35.
3. ALL TRAFFIC SIGNS SHOULD BE AS PER LATEST IRC 67 AND LATEST IRC SP-55.
4. THE LENGTH OF SEPARATOR ISLAND SHOULD BE DETERMINED AS PER SITE CONDITION. ITS MINIMUM WIDTH SHOULD BE 3M.
5. THE SEPARATOR ISLAND AND BUFFER STRIP SHALL BE TURFED WITH PROVISION OF 275MM HIGH KERBS.
6. SLAB CULVERTS WITH GRATINGS TO BE PROVIDED IN THE LINE OF STORM WATER DRAIN ON ENTRY AND EXIT APPROACHES TO CATER TO THE EXPECTED DISCHARGE.
7. ALL DIMENSIONS ARE IN METRE UNLESS OTHERWISE SPECIFIED.



**Fig. 3 ACCESS TO FUEL STATION ON DIVIDED CARRIAGEWAY
SECTION OF MSH/SH-MDR-Plain & Rolling Terrain (Rural)**

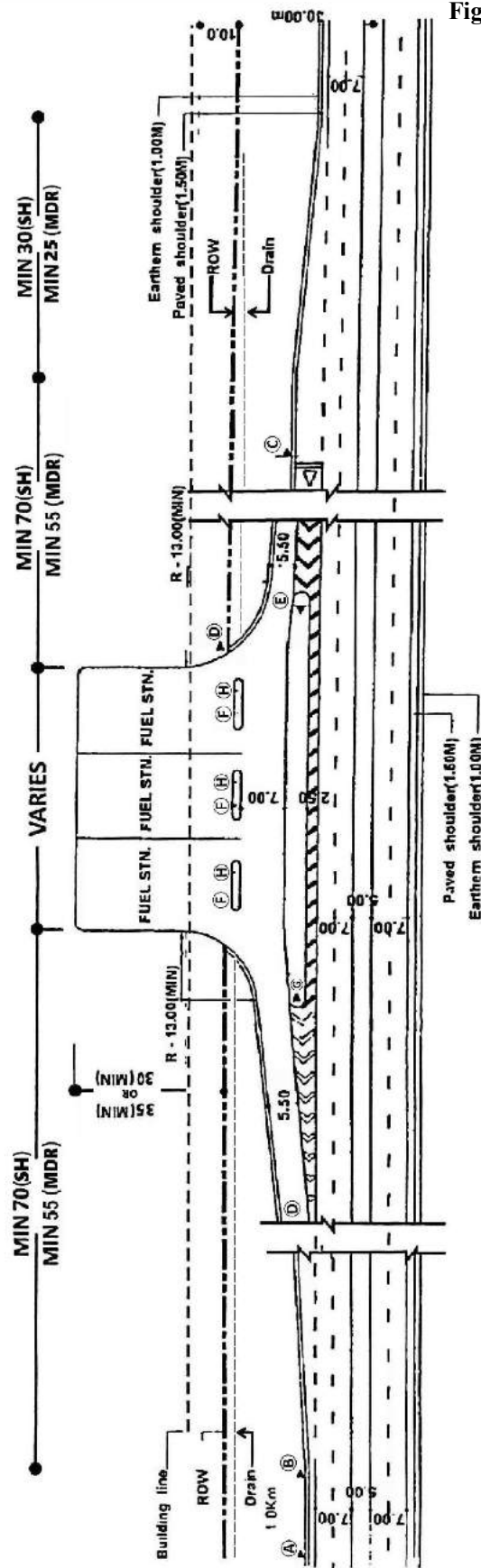


Figure-4

(b) DETAILS OF LAYOUT (not to scale)

NOTES :-

1. THE LAYOUT FOR ENTRY EXIT BUFFER STRIPS FUEL PUMPS AND BUILDINGS ETC SHOULD BE AS PER FIGURE-3.
2. ACCESS ROADS SHOULD HAVE MIN PAVEMENT COMPOSITION OF 150 MM GSB, 225 MM WMM, 50 MM BM AND 30 MM BC.
3. ALL PAVEMENT MARKINGS SHOULD BE AS PER LATEST IRC 35.
4. ALL TRAFFIC SIGNS SHOULD BE AS PER LATEST IRC 67 AND LATEST IRC SP-55.
5. THE LENGTH OF SEPARATOR ISLAND SHOULD BE DETERMINED AS PER SITE CONDITION. ITS MINIMUM WIDTH SHOULD BE 3M.
6. THE SEPARATOR ISLAND AND BUFFER STRIP SHALL BE TURFED WITH PROVISION OF 275MM HIGH KERBS.
7. SLAB CULVERTS WITH GRATINGS TO BE PROVIDED IN THE LINE OF STORM WATER DRAIN ON ENTRY AND EXIT APPROACHES TO CATER TO THE EXPECTED DISCHARGE.
8. ALL DIMENSIONS ARE IN METRE UNLESS OTHERWISE SPECIFIED.

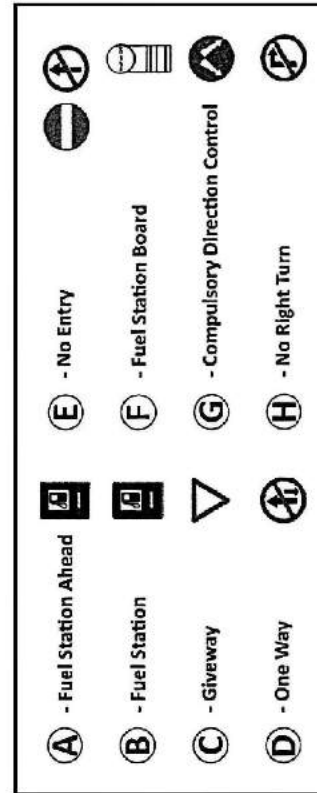
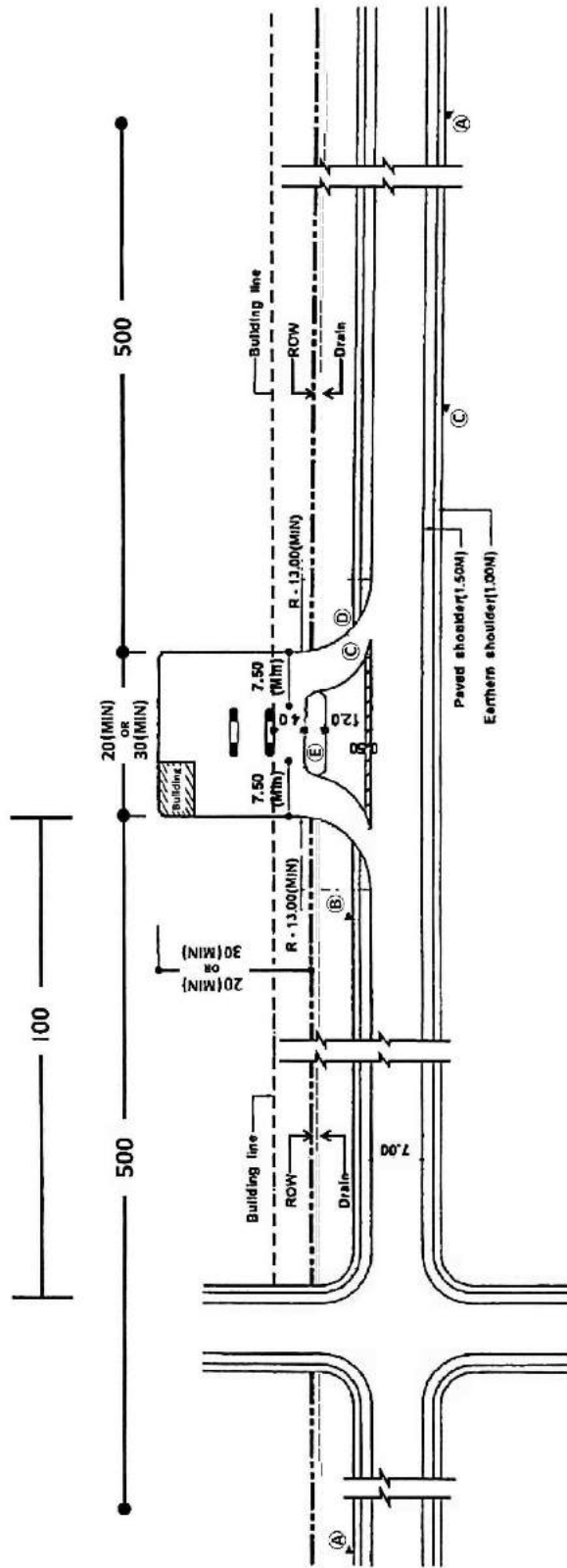


Fig. 4 ACCESS TO NUMBER OF FUEL STATION ON DIVIDED CARRIAGEWAY SECTION OF MSH/SH/MDR-Plain & Rolling Terrain (Rural)

Figure-5



(b) DETAILS OF LAYOUT (not to scale)

NOTES :-

1. 'D' IS MINIMUM 100M.
2. ACCESS ROADS SHOULD HAVE MIN PAVEMENT COMPOSITION OF 150 MM GSB, 225 MM WMM, 50 MM BM AND 30 MM BC.
3. ALL PAVEMENT MARKINGS SHOULD BE AS PER LATEST IRC 35.
4. ALL TRAFFIC SIGNS SHOULD BE AS PER LATEST IRC 67 AND LATEST IRC SP-55.
5. THE LENGTH OF SEPARATOR ISLAND SHOULD BE DETERMINED AS PER SITE CONDITION. ITS MINIMUM WIDTH SHOULD BE 3M.
6. THE BUFFER STRIP SHALL BE TURFED WITH PROVISION OF 275MM HIGH KERBS.
7. SLAB CULVERTS WITH GRATINGS TO BE PROVIDED IN THE LINE OF STORM WATER DRAIN ON ENTRY AND EXIT APPROACHES TO CATER TO THE EXPECTED DISCHARGE.
8. ALL DIMENSIONS ARE IN METRE UNLESS OTHERWISE SPECIFIED.

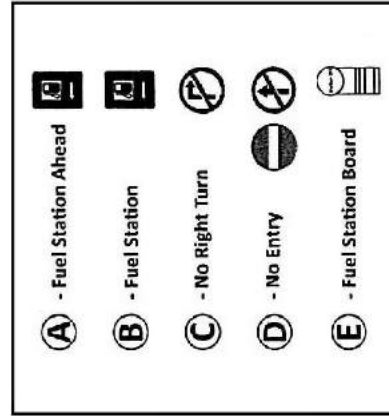
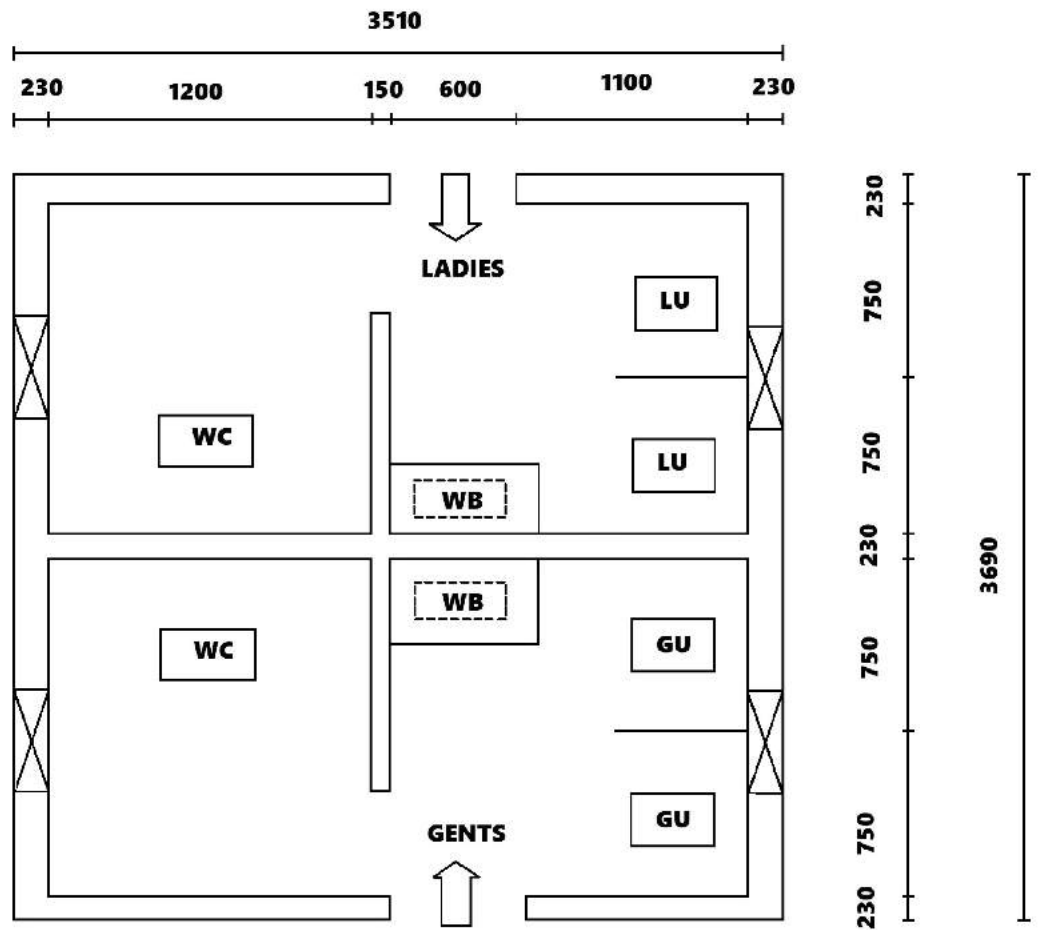


Fig. 5 ACCESS TO FUEL STATION ON MSH/SH/MDR IN MOUNTAINOUS TERRAIN AND URBAN STRETCHES AND RURAL ROADS (ODR/VR) WHERE ACCELERATION AND DECELERATION LANES ARE NOT REQUIRED

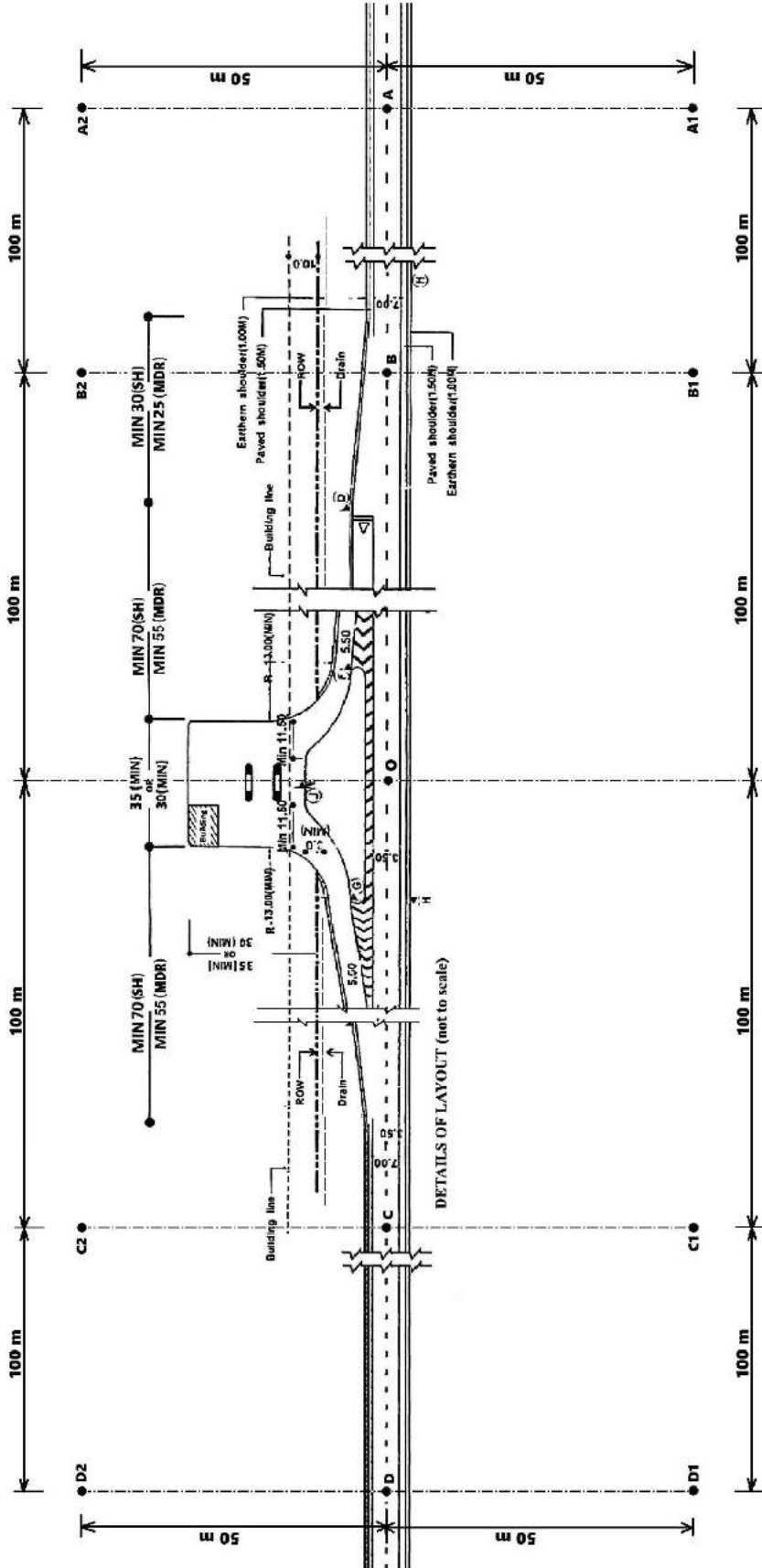
Figure-6



All dimensions are in mm

Fig.6 - Toilet Layout Plan

Figure-7



Note: Points A1, A2, B1, B2, C1, C2, D1 and D2 shall be approximated to their nearest feasible position on Land and slopes shall be calculated according to actual distances

* Average of Cross slopes between
 1. A1 and A2
 2. B1 and B2
 3. C1 and C2
 4. D1 and D2
 Shall be considered for calculation of Cross Country Slope

Not to Scale

Fig. 7 Reference Drawing for calculations of cross Country Slopes
 at the location of proposed Fuel Station

NOTE:- ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED

APPENDIX – 2

Guidelines for issuing of NOC for Access permission to Residential properties & Other Properties/ Establishments (other than Fuel station) along State Roads

1. These Guidelines shall be applicable to all new **Residential Properties/ Other Establishments (other than Fuel station)** along State Roads of various categories *i.e.*, MSH/SH/MDR/ODR/VR referred to as State Roads in these guidelines and shall mean the Roads declared as notified roads under Maharashtra State Road Development Plan of Public Works Department, Government of Maharashtra.
2. In these guidelines: -
 - a. **‘Government’** means Government of Maharashtra.
 - b. **‘The Residential Property (RP)’** shall mean individual plots with no more than 4 dwelling units.
 - c. **‘The Other Property/ Establishment (OP)’** whether Private or Government, shall include all other properties such as Industrial Units, Hotels, Motels, Hospitals, School, Educational/Research Institute, Housing Complexes, Recreational Centres, Religious Structures etc. (except Fuel Stations for which separate guidelines are issued.)
 - d. **‘Fuel Station’** means Petrol/Diesel/CNG/Bio-Diesel fuel/Gas Retail outlet/Electrical Vehicle (EV) Charging Stations and Service stations with or without Rest Area amenities etc.
 - e. **‘State Roads’** shall mean Major State Highways (MSH), State Highways (SH), Major District Roads (MDR), Other District Roads (ODR) and Village Roads (VR) as notified roads under Maharashtra State Road Development Plan.
 - f. **‘Rural Roads’** shall mean Other District Roads (ODR) and Village Roads (VR) **only** as per classification given in Clause 2.2 of IRC:SP:20, Rural Road Manual.
 - g. **‘Industrial Area’** means an area of land developed by the Maharashtra Industrial Development Corporation for setting up an Industry or Industries including essential welfare and supporting services *e.g.*, Post Offices, Banks, Power Stations, Fire fighting stations, Residential Colonies, Educational Institutions, Hospitals, Dispensaries, Hotels, Restaurants, Defined Market area, Fuel Station, Weigh Bridge, Police Station, Water and Sewerage facilities etc.
 - h. **‘Urban Area’** means,
A Municipal Corporation area for which a Municipal Corporation is constituted under section 8 of the Mumbai Municipal Corporation Act, 1888 **and/or**
A Municipal Corporation area for which a Municipal Corporation is constituted under section 5 of the Maharashtra Municipal Corporations Act, 1949 **and/or**
A Municipal Council Area within the meaning of clause (24) of section 2 of the Maharashtra Municipal Councils, Nagar Panchayats and Industrial Townships Act, 1965, **and/or**

A Nagar Panchayat Area within the meaning of clause (24) of section 2 of the Maharashtra Municipal Councils, Nagar Panchayats and Industrial Townships Act, 1965 **having Population of 10,000 or more** as ascertained as per preceding census..

- i. **‘Rural Area (Non-Urban Area)’** means Area excluding Urban Area and Industrial Area as defined above.
- i. As per clause 3.2.3 of IRC: SP:48 *i.e.*, Hill Road Manual, the classification of terrain is normally done by means of cross slope of country viz., slope approximately perpendicular to the centre line of the Road. Hence, the classification of terrain for guidelines in this circular shall be done by means of cross slope of country viz., average of the slopes of 100m land width approximately perpendicular to the centre line of the Road at 100m and 200m before and after the midpoint of the road at Fuel Station location as shown in **Fig.7**.

The following classification shall be followed for guidelines in this Circular:

Sr. No.	Terrain Classification	Percent cross slope of country
1	Plain	0 to 10
2	Rolling	Greater than 10 upto 25
3	Hilly/ Mountainous	Greater than 25

3. General Conditions of Siting: -

3.1 For Other Properties/ Establishments (other than Fuel station) *i.e.*, (OPs): -

- i. For Other Properties/ Establishments (other than Fuel station), there shall be no direct access to the State roads. The access shall be through the Service Road (which will include deceleration and acceleration lanes) in case of both Rural and Urban Stretches of State Roads. **However, before allowing the access through service roads the possibility of providing the access through nearby cross roads should be explored and only if it is not feasible then the permission for access through service road at limited possible locations may be permitted.**
- ii. If the land for acceleration Lane, Deceleration Lane & Service Road is available in ROW, the land will be provided for their construction; otherwise, land shall be provided/ acquired by the Concerned Organisation, owner/management of **OP** seeking the access permission.
- iii. The service road shall be constructed and maintained by the Concerned Organisation, owner/management of **OP** seeking the access permission.
- iv. Fees as specified by the Government shall be paid by the Concerned Organisation, owner/management of **OP** for access permission.
- v. The service road (excluding deceleration and acceleration lanes) shall have minimum length equal to the plot length of the Concerned Property, along the State Road. No access connection shall be allowed on deceleration and acceleration lanes. Where the Concerned

Property is near junction/ median gap (opening) etc., length of the service road shall be increased appropriately.

- vi. The location & layout, road signs & markings requirements for access permission for **OPs** in Urban and Rural stretches of State Roads shall be as specified in ***Annexure-I to Appendix-2***.

3.2 For Residential Properties (RPs): -

- i. As far as possible, there shall be no direct access to State Roads in Urban Stretches and access shall be provided through service road only. **However, before allowing the access through service roads the possibility of providing the access through nearby cross roads should be explored and only if it is not feasible then the permission for access through service road at limited possible locations may be permitted.**
- ii. The service road in Urban/ Rural stretches of State Roads may be constructed by the Concerned Government Department, subject to availability of ROW and funds.
- iii. The location & layout, road signs & markings requirements for access permission for **RPs** in Urban and Rural stretches of State Roads shall be as specified in ***Annexure-I to Appendix-2***.

4. Access for new Residential properties & Other Properties/ Establishments (other than Fuel station) along divided/undivided carriageway sections

4.1 As far as possible the access to the Residential Properties shall be provided through service road only and there shall be no direct access to State Roads in Urban Stretches; direct access to State Roads may be permitted in Rural Stretches where service road is not available or not feasible.

4.2 In case of Other Properties/ Establishments (other than Fuel station), there shall be no direct access to the State roads. The access shall be through the Service Road (which will include deceleration and acceleration lanes) in case of both Rural and Urban Stretches of State Roads., it shall be through acceleration and deceleration lanes only.

4.3 If access to Other Properties/ Establishments (other than Fuel station) is to be provided from State Road, it shall be provided through deceleration and acceleration lanes only. The acceleration and deceleration lane may be dispensed with for Hilly & Mountainous sections of SH/MSH/MDR. Also, the acceleration and deceleration lane may be dispensed with for Rural Roads *i.e.*, ODR and VR.

4.4 The deceleration lane would take off from the edge of the paved shoulder and taken up to the edge of the Right of Way (ROW) of MSH/SH/MDRs, beyond which, the boundary of the Other Property/ Establishment shall start. For MSH/SH its minimum length would be 70m measured along the travel direction. For MDR its minimum length would be 55m measured along the travel direction. Width of deceleration lane would be minimum 5.5m. The shoulder of 2.25m would be provided towards the outer side of the access/ egress (*i.e.*, on the side farthest from the carriageway) for this deceleration lane.

4.5 The acceleration lane would take off from the edge of the Other Property/ Establishment on exit side.

For MSH/SH its minimum length would be 100m. Its starting stretch of 70m length would be with a curvature of minimum radius of 650m and the remaining 30m length would be tapered so as to facilitate vehicles coming out of the Other Property/ Establishment, merging with fast moving through traffic on main carriageway, in a safe and efficient manner.

For MDR its minimum length would be 80m. Its starting stretch of 55m length would be with a curvature of minimum radius of 650m and the remaining 25m length would be tapered so as to facilitate vehicles coming out of the Other Property/ Establishment, merging with fast moving through traffic on main carriageway, in a safe and efficient manner.

Width of acceleration lane would be minimum 5.5m. Wherever, available ROW is inadequate to accommodate the service roads and/or deceleration/ acceleration lanes in Non-Urban stretches of State Roads in plain and rolling terrain, additional marginal land by the side of ROW to accommodate the deceleration/ acceleration lanes shall be acquired by the Owner/Management of the Other Property/ Establishment. In case of widening of State Road in near future, the matter shall be dealt on case-to-case basis.

4.6 The radius for turning curve should be 13m and that for non-turning curve should be from 1.5 to 3m so as to check over speeding while entering or exiting the Other Property/ Establishment. Wherever, available ROW is inadequate, additional marginal land by the side of ROW shall be acquired by the Owner/Management of the Other Property/ Establishment to provide prescribed turning radius.

4.7 The pavement of the access roads including deceleration, acceleration lanes and connecting approaches should have sufficient designed strength for the expected traffic. The road crust of service roads with acceleration and deceleration lane should have following minimum configurations:

Items	SH/MSH	MDR	ODR/ VR
GSB	150mm	150mm	150mm
WMM/ WBM	150mm	150mm	150mm
MPM/WMM/WBM	75mm	75mm	75mm
BM/DBM	50mm	50mm	---
BC/ OGC with seal coat	30mm	20mm	20mm

Note: Interlocking concrete blocks as per IRC: SP: 63 can also be considered.

5. Drainage

There shall be adequate drainage system on the access to the Other Property/ Establishment and inside its area so as to ensure that surface water does not flow over the State Road or any water logging takes place. For this purpose, the Other Property/ Establishment and access area would be at

least 300 mm below the level at the edge of the State Roads. The surface water from the Other Property/ Establishment and access road would need to be collected in a suitable underground drainage system (*e.g.*, slab culvert with iron grating of adequate strength constructed in the approaches or any other method as per satisfaction of Executive Engineer so as to ensure that surface water from Other Property/ Establishment does not flow on State Roads) and led away to a natural course/ outfall sewer through culvert. In case lined drains of sufficient length up to a natural course/ outfall sewer are not available, surface water from the Other Property/ Establishment shall be led away to a water recharging system specifically constructed by the Owner/Management of the Other Property/ Establishment. The applicant has to prepare separate detailed drawing indicating the drainage arrangements and to be submitted along with the application for the permission.

6. Enforcement of Right of Way and Building Line

While planning the layout for various facilities inside the Other Property/ Establishments, it has to be ensured that the Temporary Structures are located beyond the Building Line as prescribed in IRC:73 “Geometric Design Standards for Rural (Non-Urban) Highways” or as notified by the State Government or 10m away from ROW boundary whichever is less. The Permanent Structures, Office buildings etc. shall be located at safe distance as prescribed by the Fire Department or other authorities or beyond Control line as prescribed by Government. The future widening of the State Roads shall also be kept in view while setting up and preparing the layout plan of the proposed Other Property/ Establishment. The Owner/Management of the Other Property/ Establishment shall acquire additional land, if required, to accommodate access/ egress roads for Other Property/ Establishment, service roads, acceleration/ deceleration lanes, etc.

7. System for Signs and Markings

- 7.1 An adequate system for signs and markings shall be provided at the locations of the Other Property/ Establishment for the guidance of the State Road users. The pavement markings shall be in form of chevron at entry and exit locations, give way for the exit from the Other Property/ Establishment. Informatory sign for Other Property/ Establishment, if required shall be provided at 1km ahead, 500m ahead and at the entry point.
- 7.2 On undivided carriageway, additional signs for the regulation of entry and exit of the vehicular traffic should be provided on the separator island.
- 7.3 The pavement markings shall conform to IRC:35, ‘Code of Practice for Road Markings’, and road signs to IRC:67, ‘Code of Practice for Road Signs’ and IRC:SP:55, ‘Guidelines on Safety in Road Construction Zones’. Minimum number and type of road signs & markings as specified by the Concerned Authority shall be provided by the Owner/Management of the Other Property/ Establishment. The Concerned Authority shall verify the adequacy of road signs & markings and shall increase the number or may specify different types of signs and markings, if required.

7.4 These should be as per Sections 801 and 803 of MORTH Specifications for Road and Bridge Works, as updated from time to time.

8. License Deed

- 8.1 A license deed would be required to be signed between the Owner/Management of the Other Property/ Establishment wanting to install the Other Property/ Establishment (Licensee) and Government of Maharashtra (Licensor) through its Competent Authority or Authorised representative of Competent Authority. The specimen copy of the license deed is enclosed at *Annexure-III to Appendix-2*. The original copy of the license deed shall be kept in office of Competent Authority with certified copy in office of Concerned Authority.
- 8.2 The license deed would be drawn on a Non-Judicial stamp paper and all expenses in this regard be borne by the Licensee.
- 8.3 The validity of the license deed for the use of Government land for access to Other Property/ Establishment would be for a period of fifteen years and on expiry of lease after which the same would be required to be renewed which could be for a similar period. During this validity period, the Owner/Management of the Other Property/ Establishment shall maintain in good condition the deceleration/ acceleration lanes, service roads (free from any pothole/patches), drainage arrangements (clean condition to allow full discharge of storm water), signs and markings (existing at identified location with clear required visibility).

9. Procedure of Permission and Payment: -

- 9.1 The power to grant permission for Access to Residential properties & Other Properties/ Establishments (other than Fuel station) along State Roads rests with the Competent Authority of the respective department.
- 9.2 The notification declaring Competent Authority of Public Works Department and Rural Development Department will be published separately. The same shall be amended from time to time, and shall be applicable for the purpose of these guidelines.
- 9.3 Proposing Authority will be an officer reporting to Competent Authority to whom the particular section of State Road is entrusted.
- 9.4 Concerned Authority will be Executive Engineer of Public Works Department or Rural Development Department to whom the particular section of State Road is entrusted.
- 9.5 The Owner of Residential Property or the Owner/Management of Other Property/ Establishment (other than Fuel station) requiring and applying for the access to MSH/SH/MDR/ODR/VR, shall submit a self-certified proposal for obtaining access permission to the Concerned Authority to whom particular section of State Road is entrusted.
- 9.6 The Owner of Residential Property or the Owner/Management of Other Property/ Establishment (other than Fuel station) requiring access permission shall be responsible for preparation of

drawings/ Layouts of the proposed location/ nearby details and other features of the Residential Property or the Other Property/ Establishment (other than Fuel station) (i.e., Drawings, Layout and such other facilities) in conformity with the norms prescribed under these guidelines. The Owner of Residential Property or the Owner/Management of Other Property/ Establishment (other than Fuel station), if required by them, may engage any consultant/ architect for preparation of layout drawings, at their cost. The authorised representative of the Owner of Residential Property or the Owner/Management of Other Property/ Establishment (other than Fuel station) shall remain responsible at all times, for correctness of the documents submitted with the proposal and execution of the work as per approved drawings including its video recording (before and after completion of the work). In case the execution of the access is not carried out as per the prescribed norms and approved drawings, the access of Residential Property or the Other Property/ Establishment (other than Fuel station) shall be disconnected.

- 9.7 After receipt of proposal from the Owner of Residential Property or the Owner/Management of Other Property/ Establishment (other than Fuel station) along with all required Documents & Drawings and after receipt of Non-refundable processing fee and Non-refundable provisional permission fee (as mentioned in table below) to Concerned Authority *i.e.*, Executive Engineer, the application/proposal shall be processed at divisional level. List of documents to be submitted for permission for new access to Residential Property or the Other Property/ Establishment (other than Fuel station) from State Roads is given at ***Annexure-II to Appendix-2***. On receipt of application, the Concerned Authority shall examine/check all documents as per Annexure-II, the Checklist at Annexure-I, drawings and documents attached with the proposal and verify the details mentioned in documents/drawings and checklist thoroughly. If at first hand any further document/clarification is required, same shall be sought from the applicant within 15 days.
- 9.8 Concerned Authority *i.e.*, Executive Engineer shall forward the complete proposal along with Document/Drawings and Checklist received, to concerned Deputy Engineer of particular Subdivision dealing with particular stretch of MSH/SH/MDR/ODR/VR for definite recommendations and examination/verification of the drawings and documents in view to ensure that the location and layout conform to the guidelines.
- 9.9 Deputy Engineer shall examine the documents/drawings, inspect the site and assess the suitability of the proposal, shall take photographs, prepare his recommendations and submit proposal of applicant to the Concerned Authority *i.e.*, Executive Engineer with definite recommendations and verified documents/drawings/checklist duly corrected, if required, within 15 days.
- 9.10 Concerned Authority *i.e.*, Executive Engineer shall scrutinise all documents/drawings/checklist received from Deputy Engineer. Concerned Authority, if required, may seek comments of Deputy Engineer within 15 days on receipt of proposal.

Proposals not conforming to the guidelines as per this circular and/or proposals with incomplete documents shall not be recommended to Proposing Authority or Competent Authority and such proposals shall be rejected at Divisional Level.

For the proposals conforming to the norms of this Circular, Concerned Authority *i.e.*, Executive Engineer, after receipt of Non-refundable Provisional permission Fee, One-time license fee, Bank Guarantee of any Nationalized or Scheduled Bank (for an amount as mentioned in table below) and Undertaking from the applicant, shall process the application at Divisional Level. The Bank Guarantee shall be valid for minimum three years from date of submission and shall be verified on web based online e-Bank Guarantee verification system. Concerned Authority *i.e.*, Executive Engineer shall submit a complete set of proposal along with scrutinised documents/drawings/checklist/undertaking and copies of Agreement/License Deed to Proposing Authority through Proper channel.

- 9.11 The Proposing Authority or his subordinate officer shall scrutinise all documents/drawings/checklist received from Concerned Authority *i.e.*, Executive Engineer. Proposing Authority may seek comments of Concerned Authority *i.e.*, Executive Engineer within 15 days on receipt of proposal. The Proposing Authority shall submit a complete set of proposal along with scrutinised documents/drawings/checklist/undertaking and copies of Agreement/License Deed to Competent Authority for obtaining provisional permission for 1 year.
- 9.12 The Competent Authority or his subordinate officer shall scrutinise all documents/drawings/checklist received from Proposing Authority. The Competent Authority may seek comments of Proposing Authority within 15 days on receipt of proposal. The Competent Authority shall issue provisional permission for year or reject the application within 15 days after receipt of comments of Proposing Authority.
- 9.13 The Owner of Residential Property or the Owner/Management of Other Property/ Establishment (other than Fuel station) may construct or develop the access as per approved drawings at their own cost within 12 months from date of issue of provisional permission for access.
- 9.14 After construction/development of the access as per approved drawings, the Owner of Residential Property or the Owner/Management of Other Property/ Establishment (other than Fuel station) may apply for issue of the final permission for access to Concerned Authority.
- 9.15 The Proposing Authority/Concerned Authority after getting the site inspected by their subordinate officers, shall submit their comments to the Competent Authority within 30 days from the date of receipt of such communication.
- 9.16 The final approval shall be granted by the Competent Authority within 15 days of the receipt of comments from Proposing Authority/Concerned Authority confirming the satisfactory completion of construction of the access to the Residential Property or the Other Property/ Establishment (other than Fuel station) as per approved drawings.

- 9.17 After issuing final approval to access permission, License Deed may be signed by the Competent Authority or authorised representative of Competent Authority. Validity of the License Deed Agreement would be for a period of 15 years. The specimen copy of the licence deed is enclosed at *Annexure -III to Appendix-2*. Access permission would be renewable after 15 years on payment of processing fee only.
- 9.18 The Competent Authority may grant upto 1 year extension to validity of provisional permission for access, based on justifications for delay submitted by the Owner of Residential Property or the Owner/Management of Other Property/ Establishment (other than Fuel station) and comments received from Proposing Authority/Concerned Authority.
- 9.19 The Bank Guarantee shall be released by the Competent Authority within 30 days of the grant of Regular/final approval to access permission. In case the access construction is not completed even within the extended period, the Competent Authority may encash Bank Guarantee.
- 9.20 The One-time license fee, Amount of Bank Guarantee and Amount of Penalty as referred above are applicable for Calendar year 2020 as base Calendar year. The same shall be increased @ 5% every subsequent Calendar year.
- 9.21 Inspection for determining the deviations from prescribed Norms/Guidelines shall be done at any time, even after signing of the License Deed, by the concerned Proposing Authority/Concerned Authority or his representative. In case of defaults/ deviations found during inspections, it shall be treated as breach of License Deed and Proposing Authority/Concerned Authority may submit proposal of termination of the License Deed to the Competent Authority. Access of such Residential Property or the Other Property/ Establishment (other than Fuel station) shall be cut-off by the Proposing Authority/Concerned Authority. However, before any such action is taken, a notice shall be issued to the Owner of Residential Property or the Owner/Management of Other Property/ Establishment (other than Fuel station) describing the specific violation/non-compliance of prescribed condition, giving opportunity to rectify the same within a reasonable time not exceeding 60 days from date of issue of such notice. The failure to rectify the identified deficiencies within the prescribed time would lead to withdrawal of access permission. The access (except to the Residential Properties) shall be immediately disconnected without any further notice and action taken shall be reported to the Competent Authority.
- 9.22 On the expiry of lease, the access permission may be renewed by the Competent Authority on payment of renewal processing fee as mentioned in table below, if access conforms to the stipulated guidelines of the Government. In case of Residential Property or the Other Property/ Establishment (other than Fuel station) already existing on the State Roads which are upgraded later on, or transferred from other departments, for which approval for access was earlier obtained from respective Competent Authority, such Owner of Residential Property or the Owner/Management of Other Property/ Establishment (other than Fuel station) shall have to pay the processing fee as mentioned in table below to the new Competent Authority and will be

granted 6 months' time to comply with the stipulated norms as per upgraded status of State Road.

10. Responsibilities of Owner of Residential Properties or the Owner/Management of Other Properties/ Establishments (other than Fuel station): -

- 10.1 After obtaining provisional permission for access, the Owner of Residential property Or the Owner/Management of Other Properties/ Establishments (other than Fuel station) shall be responsible for the construction and maintenance of access in accordance with the approved layout and specifications conforming to these norms, at their own cost. On completion of the construction of access in accordance with checklist and conforming to the approvals, a completion certificate would be issued by the Concerned Authority *i.e.*, Executive Engineer for getting approval of the Competent Authority.
- 10.2 Inspection for determining the deviations from prescribed Norms/Guidelines shall be done at any time, even after signing of the License Deed, by the concerned Proposing Authority/Concerned Authority or his representative. In case of defaults/ deviations found during inspections, it shall be treated as breach of License Deed and Proposing Authority/Concerned Authority may submit proposal of termination of the License Deed to the Competent Authority. Access of such Residential Property or the Other Property/ Establishment (other than Fuel station) shall be cut-off by the Proposing Authority/Concerned Authority. However, before any such action is taken, a notice shall be issued to the Owner of Residential Property or the Owner/Management of Other Property/ Establishment (other than Fuel station) describing the specific violation/non-compliance of prescribed condition, giving opportunity to rectify the same within a reasonable time not exceeding 60 days from date of issue of such notice. The failure to rectify the identified deficiencies within the prescribed time would lead to withdrawal of access permission. The access (except to the Residential Properties) shall be immediately disconnected without any further notice and action taken shall be reported to the Competent Authority.
- 10.3 The Owner of Residential Property or the Owner/Management of Other Property/ Establishment (other than Fuel station) is not bound to get the acceleration/deceleration lanes including other ancillary appurtenances constructed through the road authority or the contractor/concessionaire for the project in the particular stretch of SH/MSH/MDR/ODR/VR. It shall be the responsibility of the Owner of Residential Property or the Owner/Management of Other Property/ Establishment (other than Fuel station) to construct the acceleration/deceleration lanes including other ancillary appurtenances either through the concerned concessionaire/ contractor in the project section at the cost of the Owner of Residential Property or the Owner/Management of Other Property/ Establishment (other than Fuel station) or by themselves through any other agency.

10.4 The access roads including acceleration/ deceleration lanes shall be constructed within the available ROW of the State Roads. However, in case of non-availability of adequate ROW for construction of these facilities, the Owner of Residential Property or the Owner/Management of Other Property/ Establishment (other than Fuel station) shall acquire the required additional land at their cost for construction of such facilities.

11.00 License Fee, Processing Fee for access permission for Residential properties or Other Properties/ Establishments (other than Fuel station): -

Sr. No	Description	Amount	Remark/Condition
1	Individual Residential properties/ small individual shops/ agricultural farms in open Stretches in Rural or Urban areas.	Nil	As far as possible, there shall be no direct access to State Roads in Urban Stretches and access shall be provided through service road only.
2	Bank Guarantee of any Nationalized or Scheduled Bank towards successful completion of access as per the prescribed norms/ Specifications before final approval is obtained.	Rs.2,50,000/- for base calendar year 2020	Bank Guarantee shall be valid for a period of three years. The BG shall be released by Competent Authority within 30 days of grant of final access permission. In case the access construction is not completed even within the extended period, the Competent Authority may encash the Bank Guarantee.
3	A residential Colony/ Sector/ Multi-Storeyed Apartments developed by Government/Society/ Private developers.	Rs.10000/- towards Processing Fee and	There shall be no direct access to the State roads. The access shall be through the Service Road (which will include deceleration and acceleration lanes) in case of both Rural and Urban Stretches of State Roads.
4	Institution/ Establishments such as Hospitals, Educational Institutions, Hotels, and Restaurants etc. developed by any Society/ Private developers or Promoters/ Government or Government Agency.	Rs.20000/- for Provisional Permission Fee and	
5	Individual Industrial Units/ Establishments	Rs.2,50,000/- as One-time licensee Fee for base year 2020* and	
6	Industrial Parks/ Estates/ Logistic Centres/ Marketing Yards developed by Government/ semi-Government or Private Promoters, which necessitates provision of facility of VUP/Flyover/ Junction/ Interchange on the State Road.	Bank Guarantee of Rs.2,50,000/- for base calendar year 2020*	The applicant will have to bear 100% cost of development of facility of a VUP/Flyover/ Junction/ Interchange on the State Road.

*Note: - The One-time license fee shall be Rs.2,50,000/- (Rupees Two Lakhs Fifty Thousand Only) for base Calendar year 2020, Amount of Bank Guarantee shall be 2,50,000/- (Rupees Two Lakhs Fifty Thousand Only) for base Calendar year 2020. The One-time license fee, Amount of Bank Guarantee as mentioned above is applicable for Calendar year 2020 as base Calendar year. The same shall be increased @ 5% every subsequent Calendar year.

**A] Location & Layout, Drainage, Road Signs & Markings requirements for
access connections to Residential Properties or Other Properties/ Establishments
(other than Fuel station) along State Roads:**

1	General Information :	
	1.1 Category of Road (SH/MSH/MDR/ODR/VR) :	
	Name & Number of Road :	
	1.2 District :	
	1.3 Location :	
	1.4 Chainage :	
	1.5 LHS or RHS of Road :	
2.	2.1 PW Region :	
	2.2 PW Circle :	
	2.3 PW Division :	
	2.4 PW Subdivision :	
3.	Name of Residential Property/ Other Property/ Establishment (other than Fuel station) :	
4.	Name of Owner of Residential Property/ Name of Owner/Management of Other Property/ Establishment (other than Fuel station) :	

**B] Location & Layout, Drainage, Road Signs & Markings requirements for access connections
to Residential Property or the Other Property/ Establishment (other than Fuel station)
along: -**

Existing Service Roads/ Slip Roads

(Refer Fig.8 Annexure-IV to Appendix-2)

Sl. No.	Item	Measurement at site	Norms	Whether complying With Norms
1.	Whether the Residential Property or the Other Property/ Establishment (other than Fuel station) is on existing service road/ slip road (and not on entry/ exit ramp of service roads/ slip roads)		YES	Yes/ No
2.	Whether the Residential Property or the Other Property/ Establishment (other than Fuel station) satisfy the general condition of access, drainage, building line/control line, etc. depending upon the availability of land.		YES	Yes/ No
3.	Whether the Other Property/ Establishment (other than Fuel station) satisfy the general condition of Sign boards and Markings etc. depending upon the availability of land.			
4.	Total traffic (Incoming and Outgoing) per day (For Other Properties/ Establishments only)		Mention Traffic	

**C] Location & Layout, Drainage, Road Signs & Markings requirements for
access connections to Residential Property or the Other Property/
Establishment (other than Fuel station) along State Road -
Where Service Road does not exist: -**

(Refer Fig.8 Annexure-IV to Appendix-2)

Sl. No.	Description	Urban Sections	Rural Sections	Remarks
1.	Minimum distance between Property and merging points of service road including acceleration (100m for MSH/SH and 80m for MDR) or deceleration lanes (70m for MSH/SH and 55m for MDR).	Limited to plot size + acceleration & deceleration lanes only	Limited to plot size + 50m on either side+ acceleration & deceleration lanes only	For individual Residential Property or the Other Property/Establishment (other than Fuel station)
2.	Minimum distance between merging points of two different accesses. (between end point of acceleration lane of one access and take off point of deceleration lane of another access.) on the same side of carriageway.	100m	MSH/SH 300m MDR 240m ODR/VR 200m	If distance is less than the distance specified, service road to be provided/extended to cover both the access. (which can be left with dead end also.)
3.	Minimum distance between end point of acceleration lane/ take off point of deceleration lane and intersection with any category of road [§] /median gap.	100m	MSH/SH 300m MDR 240m ODR/VR 200m	If distance is less than the distance specified, service road to be provided/extended. (which can be left with dead end also.)
4.	Minimum distance between end point of acceleration lane/ take off point of deceleration lane from Check Barrier/Toll Plaza	MSH/SH 1000m MDR 750m ODR/VR 600m	MSH/SH 1000m MDR 750m ODR/VR 600m	If distance is less than the distance specified, service road to be provided/extended. (which can be left with dead end also.) If Toll plaza/ Check barrier is on service road, this condition will not apply.
5.	Minimum distance between end point of acceleration lane/ take off point of deceleration lane from start of approach Road Over Bridge. (for MSH/SH/MDR/ODR/VR)	200m	200m	If distance is less than the distance specified, service road to be provided/extended. (which can be left with dead end also.)
6.	Minimum distance between end point of acceleration lane/ take off point of deceleration lane from start of approach road of Grade Separator/ Flyover/ Railway Level Crossing.	MSH/SH 300m MDR 240m ODR/VR 200m	MSH/SH 300m MDR 240m ODR/VR 200m	If distance is less than the distance specified, service road to be provided/extended. (which can be left with dead end also.)

7.	Width of entrance/ exit	Minimum 9m Maximum 12m	For Other Properties/ Establishments (other than Fuel station) only.
8.	Radius of Turning Curve	Minimum 13m Ruling 30m	
9.	Radius of Non-turning curve	Minimum 1.5m Maximum 3m	
10.	Width of acceleration lane	Minimum 5.5m	
11.	Width of deceleration lane	Minimum 5.5m	
12.	Width of Service Road	5.5 to 7m	
13.	Crust Composition of Service Road, Acceleration lane.	Minimum composition as given in Para: - 4.7	
14.	Road Signs and Markings	As mentioned in Para: - 7	
15.	Total Traffic (incoming and Outgoing) per day	Mention Traffic	For Residential Properties only
16.	Crust Composition of access connection/ extended service road to Residential Properties.	At least Gravel Road	
17.	Width of access connection/ extended service road to Residential Properties.	Minimum 3.5m	
18.	Radius of Turning Curve	Minimum 13m Ruling 30m	For Residential Properties and Other Properties/ Establishments (other than Fuel station).
19.	Provision of Culvert for drainage in accordance with IRC: SP-13	As mentioned in Para: - 5	
20.	Downward slope of the access road towards the intercepting drain.	Minimum 2%	

Note: -

1. All dimensions are to be measured from the boundary of the Property.
2. In case of distance from intersection with any category of road⁸, the road means paved carriageway (Bituminous/ Concrete/ Interlocking concrete blocks) of minimum 3.0m width and having length of minimum 300m and above, irrespective of category of road.

**D] Location & Layout, Drainage, Road Signs & Markings requirements for
access connections to Residential Property or the Other Property/
Establishment (other than Fuel station) along State Road -
Through common Service Road: -**

(Refer Fig.8 Annexure-IV to Appendix-2)

Sl. No.	Description	Urban Sections	Rural Sections	Remarks
1.	Minimum distance between Property and merging points of service road including acceleration (100m for MSH/SH and 80m for MDR) or deceleration lanes (70m for MSH/SH and 55m for MDR).	Limited to plot size + acceleration & deceleration lanes only	Limited to plot size + 50m on either side+ acceleration & deceleration lanes only	For clustering of Properties (RP/OP) or for large scale Other Properties/ Establishments (other than Fuel station)
2.	Minimum distance between merging points of two service roads.	MSH/SH 1000m MDR 750m ODR/VR 600m	MSH/SH 1000m MDR 750m ODR/VR 600m	If distance is less than the distance specified, service road to be extended to cover both merging points. (which can be left with dead end also.)
3.	Minimum distance between merging points of an accesses and service roads. (i.e., between end point of acceleration lane of an access and/or take off point of deceleration lane of an access and merging point of service road) on the same side of carriageway.	100m	MSH/SH 300m MDR 240m ODR/VR 200m	If distance is less than the distance specified, service road to be extended to cover the access. (which can be left with dead end also.)
4.	Minimum distance between merging points of service road and intersection with any category of road ^s /median gap.	100m	MSH/SH 300m MDR 240m ODR/VR 200m	If distance is less than the distance specified, service road to be extended. (which can be left with dead end also.)
5.	Minimum distance between merging points of service road from Check Barrier/Toll Plaza	MSH/SH 1000m MDR 750m ODR/VR 600m	MSH/SH 1000m MDR 750m ODR/VR 600m	If distance is less than the distance specified, service road to be extended. (which can be left with dead end also.)
6.	Minimum distance between merging points of service road from start of approach Road Over Bridge. (for MSH/SH/MDR/ODR/VR)	200m	200m	If distance is less than the distance specified, service road to be extended. (which can be left with dead end also.)
7.	Minimum distance between merging points of service road from start of approach road of Grade Separator/ Flyover/ Railway Level Crossing	MSH/SH 300m MDR 240m ODR/VR 200m	MSH/SH 300m MDR 240m ODR/VR 200m	If distance is less than the distance specified, service road to be extended. (which can be left with dead end also.)

8.	Width of entrance/ exit	Minimum 9m Maximum 12m	For Other Properties/ Establishments (other than Fuel station) only.
9.	Radius of Turning Curve	Minimum 13m Ruling 30m	
10.	Radius of Non-turning curve	Minimum 1.5m Maximum 3m	
11.	Width of acceleration lane	Minimum 5.5m	
12.	Width of deceleration lane	Minimum 5.5m	
13.	Width of Service Road	5.5 to 7m	
14.	Crust Composition of Service Road, Acceleration lane.	Minimum composition as given in Para: - 4.7	
15.	Road Signs and Markings	As mentioned in Para: - 7	
16.	Total Traffic (incoming and Outgoing) per day	Mention Traffic	For Residential Properties and Other Properties/ Establishments (other than Fuel station).
17.	Provision of Culvert for drainage in accordance with IRC: SP-13	As mentioned in Para: - 5	
18.	Downward slope of the access road towards the intercepting drain.	Minimum 2%	

Note: -

3. All dimensions are to be measured from the boundary of the Property.
4. In case of distance from intersection with any category of road⁸, the road means paved carriageway (Bituminous/ Concrete/ Interlocking concrete blocks) of minimum 3.0m width and having length of minimum 300m and above, irrespective of category of road.

Annexure-II
(To Appendix-2)

List of documents to be submitted for getting approval for access permission to Residential Properties or the Other Properties/ Establishments (other than Fuel station) along State Roads

1. Signed copy of License Deed. The draft is at ***Annexure- III to Appendix-2***.
2. Self-certified copy of drawings showing requirements as per norms *i.e.*, Location & Layout, Road Signs and Markings, drainage plan & Crust composition of access road etc.
3. The location drawing shall show the relevant details of section for 1 km along State Road on either side of Property.
4. Certified copy of sectional view showing elevation of Other Property/Establishment (*OP*) with respect to State Roads and slopes to be provided for adequate drainage and preventing water logging on State Roads.
5. Undertaking from the Owner/Management of Other Property/Establishment (other than Fuel Station) that they would pay necessary fee for the use of the State Roads land whenever the fee is asked by the State Government in future.
6. Undertaking from Owner/Management of Other Property/Establishment (other than Fuel Station) that necessary alteration including complete removal/shifting of the approach roads will be done by them at their own cost if so, required by State Government, for the development of State Roads or in the interest of safety in this section of State Roads.
7. Undertaking from Owner/Management of Other Property/Establishment (other than Fuel Station) that they shall take all the action as prescribed in ***Appendix 2***.

LICENSE FOR THE USE OF STATE GOVERNMENT LAND

AGREEMENT TO construct an approach/ access road with necessary provision for drainage, Road signage and markings, to the premises _____ (Name of Other Property/ Establishment (other than Fuel Station)) abutting on the _____ (LHS/RHS) boundary of _____ (Name/Number of State Road) in Kilometre _____ (Chainage) in Survey No. _____ and Gat No. _____ of the village/Town _____ in the Taluka _____ of the _____ District.

AN AGREEMENT made this _____ day of _____ Year Two thousand _____ between the Governor of Maharashtra (hereinafter called the Government which expression shall, unless excluded by or repugnant to the context, include his successors in Office and assigns) of the ONE PART and _____ (name and address of Owner/Management of Other Property/Establishment (other than Fuel Station)) hereinafter called "the Licensee"/ "the Licensees" (which expression shall, unless excluded by or repugnant to the context, include the said licensee's successor/ Licensees successors, legal heirs, executors, administrators and assigns) of the OTHER PART.

2. WHEREAS The Licensee has/licensees have applied to the Government for permission to construct on the Government land an approach road with necessary provision for drainage, signs and markings to his/their property abutting on the _____ (LHS/RHS) boundary of _____ (Name/Number of State Road) in Kilometre _____ (Chainage), Survey No. _____ and Gat No. _____ of the village/Town _____ in the Taluka _____ of the _____ District, more particularly described in the **Schedule** annexed hereto and shown in the drawing attached hereto (hereinafter referred to as "the said premises").

3. AND WHEREAS THE GOVERNMENT have agreed to grant such permission on the terms and conditions hereinafter mentioned.

4. Now, this Agreement witness that, in consideration of the terms and conditions hereinafter contained and on the part of the licensee/ licensees to be observed and performed, the Government hereby grants to the licensee/ licensees, permission to construct an access road to the said premises as per approved drawings attached, subject to the following terms and conditions, namely: -

- i.) That the licensee/licensees shall within twelve months from date of receipt of the permission, but without interfering in anyway with the State Road traffic, complete the construction of the approach road (including deceleration/acceleration lanes). The said approach road shall not be brought into use after its completion until the Executive Engineer gives a completion certificate after satisfying himself that it has been completed as per the approved drawings and specifications and after final approval to access permission has been issued by the Competent Authority of Government.
- ii) That on the completion of the said work, that part of the approach road, which lies within the limits of Government road land together with any culvert or drain therein constructed shall become the absolute property of the Government subject to the rights of the licensee/licensees to use the same only for ingress and egress.
- iii) The licensee/licensees shall at his/their own costs keep the said approach road and any culvert or drain therein, in proper repair and condition to the satisfaction of the Executive

Engineer. The approach roads would be considered in proper conditions when they are free from potholes and patches. The culverts and drains would be kept in clean conditions to allow full discharge of the storm water. Signs and markings shall be kept at their respective locations in clean condition for visibility at all times.

- iv) That within Six months of a notice duly given to the licensee/licensees in this behalf, the licensee/licensees shall at his/their own cost remove the said approach road or any drainage work constructed in connection therewith and restore the land to its original condition when required to do so by the Government or by any person duly authorised on its behalf. The Licensee/licensees shall not be entitled to any compensation on account of such removal and restoration.
- v) That the approach road shall not be used for any purpose other than that of access to and egress from the premises of the licensee/licensees on to the State Road.
- vi) That the licensee/licensees shall not, without the prior permission in writing of the Competent Authority of Government, in any way extend or alter the said approach road or any culvert or drainage therein.
- vii) That the licensee/licensees shall at all-time permit any duly authorized officer of the Government to inspect the said approach road including any culvert or drainage therein. The licensee/licensees shall keep the said approach road clear and shall not be entitled to close any right of way over or in respect of the same against Government, or any member of the public.
- viii) That the licensee/licensees shall not object to any future extension or improvement of service road/ access road or any shifting of its connection with State Road.
- ix) The licensee/licensees shall have to enter into an Agreement for signing the license deed with the Competent Authority or its authorized representative, for the use of Government land. The license shall be issued to the Owner/Management of Other Property/Establishment (other than Fuel Station) on payment of Rs. _____/- (Rupees _____) as per applicable policy as One-time license fee for the Calendar year_____, along with a non-refundable processing fee of Rs. _____/- (Rupees _____), non-refundable Provisional Permission Fee of Rs. _____/- (Rupees _____). A Bank Guarantee of Rs. _____/- (Rupees _____) for the Calendar year_____ (valid for minimum three years from date of submission) shall be submitted to Government for successful completion of access before final approval from Competent Authority of Government is obtained. In case the access construction is not completed even in the extended period, the Bank Guarantee shall be encashed by the Competent Authority of Government.
- x) That the licensee/licensees shall be liable for any loss or damage caused to the Government by obstruction of drain or any other similar causes due to the said approach road or the drainage work.
- xi) That the permission granted by this license shall not in any way be deemed to convey to the licensee/licensees any right into or over or any interest in Government land other than that herein expressly granted.
- xii) That in case the said approach road is destroyed, this license shall automatically become redundant and the license/ licensees shall not be entitled to claim any right to construct another approach road in lieu of that so destroyed.
- xiii) That during the subsistence of this license, the said approach road including the road drainage shall be deemed to have been constructed only by the consent and permission of the Government so that the right of the licensee/licensees to use the same shall not become absolute and indefeasible by lapse of time.

- xiv) The Licensee/Licensees is/are not bound to get the acceleration/deceleration lanes including other ancillary appurtenances constructed through the Department or the contractor/concessionaire for the project in the particular stretch of SH/MSH/MDR/ODR/VR. It shall be the responsibility of the Licensee/Licensees to construct the acceleration/deceleration lanes including other ancillary appurtenances either through the Department/ concerned concessionaire/ contractor in the project section at the cost of the Licensee/Licensees or by themselves through any other agency.
- xv) The access roads including acceleration/ deceleration lanes shall be constructed within the available ROW of the State Roads. However, in case of non-availability of adequate ROW for construction of these facilities, the Licensee/Licensees shall acquire the required additional land at their cost for construction of such facilities. Similarly, access or egress to Other Property/Establishment (other than Fuel Station) (Primarily for clustering with other ones) may be provided from the Service Road which has been developed already; however, if service road of required length is not already constructed, new service road of required length shall have to be constructed by the Owner/Management of new entrant Other Property/Establishment at their cost. Wherever available ROW is inadequate to accommodate such service roads, deceleration/acceleration lanes etc, the additional land by the side of ROW to accommodate such service roads shall be acquired by the Owner/Management of new entrant Other Property/Establishment (other than Fuel Station) at their own cost.
- xvi) The licensee/licensees shall at his/their own cost remove approach road lying within the boundary of the Government land and restore the Government land to its original condition. In the event of licensee/licensees refusing to do so, the restoration of the Government land to its original condition shall be done by the Executive Engineer in-charge, at the cost of licensee/licensees and the expenditure incurred shall be recoverable from the licensee/licensees as an arrear without prejudice to any other remedies which may be fixed by Government in this behalf.
- xvii) That, if Licensee fails/Licensees fail to execute any work which has been agreed under the agreement to the full satisfaction of the Competent Authority, the work shall be executed by the Competent Authority at the cost of Licensee/Licensees as an arrear without prejudice to any other remedies which may be fixed by Government in this behalf.
- xviii) That the licensee/licensees shall not sell, transfer or otherwise dispose of the license without obtaining from the transferee a duly executed agreement with the Government embodying the terms and conditions herein before.
- xix) That if and when parallel service roads are constructed, the access to premises shall be from the service road alone as determined by the Government and no claim for compensation shall be entertained on that account.
- xx) That this Agreement shall remain in force for fifteen years from the date of execution in the first instance and be terminable by a notice of 6 months and the permission may be renewed after expiry of the said period.
- xxi) That the license hereby granted shall not be transferable.
- xxii) That the licensee/licensees shall bear the cost of Stamp and attestation of this Agreement.

5. On the expiry of lease, the access permission may be renewed by the Competent Authority of Government on payment of Rs. _____/- (Rupees _____) as renewal processing fee, if access conforms to the stipulated guidelines of the Government.

6. Notwithstanding anything contained in clause 4, this license can be cancelled at any time by the Competent Authority for breach of any of the terms and conditions of license and the licensee/licensees shall not be entitled to any compensation for loss caused to him/them by such cancellation nor shall be absolved from any liability already incurred by him/them under this Agreement.

7. This Agreement may be executed in two counterparts, each of which when executed and delivered shall constitute an original of this Agreement.

IN WITNESS WHEREOF this agreement is executed in two parts by the parties hereto on the date first above mentioned.

Signed by
Shri (Name in full with designation)
the licensee/ Licensees

Signed by
Shri (Name in full with designation)
for and on behalf of the Governor of
Maharashtra

In the presence of

1. Name in full (signature)
with designation

2. Name in full (signature)
with designation

1. Name in full(signature)
with designation

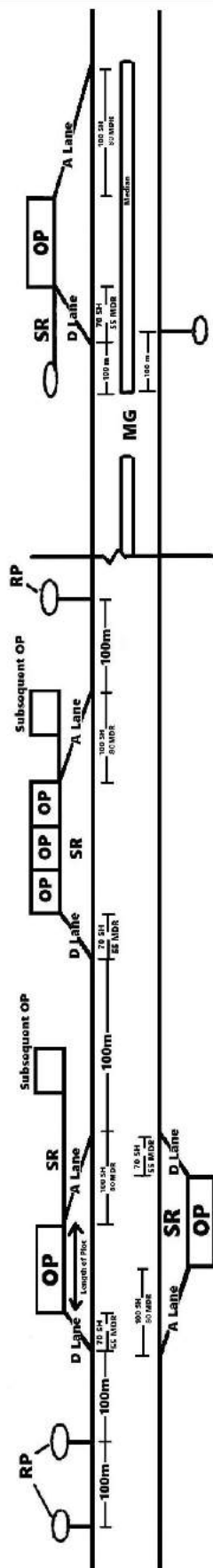
2. Name in full(signature)
with designation

N.B. Wherever alternatives such as his/their Licensee/Licensees has/have etc., are given, only applicable portions should be typed in the fair license deed.

SCHEDULE
(Annexure of the Agreement)

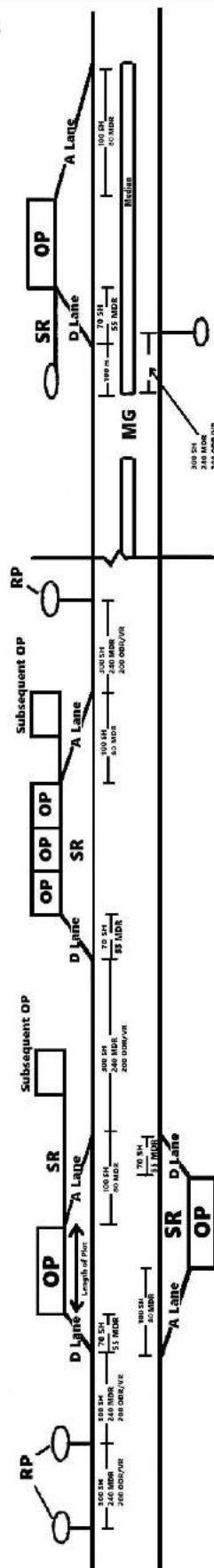
**(Type the schedule of Other Property/Establishment (other than Fuel Station) along with
Drawings referred to in clause 2)**

URBAN & BUILT-UP



Divided Carriageway

RURAL



Divided Carriageway

Abbreviations

- | | |
|--------|----------------------|
| RRP | Residential Property |
| OP | Other Property |
| A Lane | Acceleration Lane |
| D Lane | Deceleration Lane |
| MG | Median Gap |
| SR | Service Road |

Not to Scale

Fig 8. Location & Layout, Drainage, Road Signs & Markings requirements for access connections to Residential Property or the Other Property/ Establishment (other than Fuel station) along State Roads